

The Hongkong Telegraph

WEATHER FORECAST

FAIR

Barometer 29.97

(ESTABLISHED 1881.)

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May 25, 1914. Temperature 6 a.m. 77, 2 p.m. 78
Humidity 89 81May 25, 1914. Temperature 6 a.m. 79 p.m. 81
Humidity 95 85

2805 一初月五年寅甲

MONDAY, MAY 25, 1914.

一拜禮 號伍二月伍英西曆

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\$36 PER ANNUM

TELEGRAMS.

RUSSIAN POLICY.

THE FOREIGN OUTLOOK.

(Reuter's Service To "The Telegraph.")

London, Received May 24.
In the Duma, M. Sazonoff, Foreign Minister, made a comprehensive statement on the international situation. Referring to the reports of the transformation of the Entente into an Alliance, he said that the present bonds fully satisfied the common end of the members of the Entente who were always ready to co-operate with the Triplets for the maintenance of peace. He regretted the Russo-German Press conflict, and said that Russia desired an equitable commercial treaty. M. Sazonoff dwelt cordially on the forthcoming meeting of the Czar and King Charles on Roumanian soil and mentioned that Russia continued to regard the occupation of Persian territory as temporary.

He said that Chinese affairs remained the central point of the Russian Far Eastern policy. President Yuan Shih-kai's Government had provided its capacity and sincere intention to protect the life and property of foreigners in North China. Owing to an unwillingness to allow the rights and important interests of her subjects to decline in Mongolia, Russia had concluded a Treaty with the Katakhtia, which had led to the recognition of autonomy by China. In spite of repeated warnings, the Unga Cabinet were raising their military and political power too highly, and thought it possible to unite by force of arms all the Mongolian tribes under the Katakhtia. Russia, however, could not encourage such illusions. Russians were not enemies of China, and could not lose sight of the possibility of mutual satisfaction in the respective interests. Japan had faithfully adhered to the Russo-Japanese Convention for the solidarity of Manchuria. The general relations between Russia and Japan were stamped with the same feelings.

AERIAL DERBY POSTPONED.

FAMOUS AVIATOR MISSING.

London, Received May 24.

The Aerial Derby which was to have taken place in London yesterday was postponed on account of fog.
Mr. Gustav Hamel left Paris yesterday morning to participate. He arrived at Boulogne and has disappeared. Anxiety is felt regarding his fate.

A Fruitless Search.

London, Received May 25.

Six British destroyers and several naval seaplanes have vainly searched for Mr. Hamel all day long. Two of the seaplanes were wrecked in the rough sea.

There was a thick fog over the Channel on Saturday and a strong westerly wind. Mr. Hamel crossed the Channel a score of times, but never under such conditions.

(Mr. Hamel is one of England's youngest and most skillful aviators. He took up aviation in 1910, and was winner of the Rocklands to Brighton air race in May, 1911. He represented England in the Gordon-Bennett race of the same year and was pilot of the World's First Aerial Post, London to Windsor on September 11, 1911. In September 1913, he won the "Daily Mail" prize for an aerial flight round Greater London, accomplishing 92.1 miles in 1 hour, 15 minutes and 4 seconds.)

TELEGRAMS.

ALBANIAN REVOLT.

PRINCE TAKES REFUGE.

(Reuter's Service To "The Telegraph.")

London, Received May 24.
Reuter's correspondent at Vienna says a message from Durazzo states that 300 insurgents hoisted the Turkish flag at the town of Kavaja, twelve miles north of Durazzo.

Later.
Reuter's correspondent at Durazzo says the insurgents are advancing. The Prince and Princess, with their suite, have boarded the Italian warship Misurata.

Later.
The International Commission of Control went out to parley with the insurgents and returned accompanied by representatives of the latter, who demanded to see the Prince. His Highness landed accompanied by his Staff and the Italian Admiral.

The insurgents captured French officers of the Gendarmerie.

A Graphic Story.

London, Received May 25.

Reuter's correspondent at Rome states that the Italian Minister at Durazzo gives a graphic account of the recent incidents. He states that after the capture of the Dutch officers, a Dragoman was despatched to parley with the insurgents, who declined to negotiate until they had reached the sea coast. A panic prevailed in Durazzo, and the Prince was urged to place the Princess and child in safety, but the Prince declined to leave his husband. Thereupon the Prince agreed to go on board the Misurata temporarily.

Subsequently the insurgents sent a white flag, with a Dutch captain, requesting that the Prince should receive delegates who would submit demands, and threatening to shoot the prisoners if the captain did not bring back a favourable reply by eight o'clock to-morrow morning, and demanding that no further force should be used against them.

The Prince then went to the Palace, received the captain and signed a letter.

The insurgents are several thousands in number, and the movement is mainly religious, but there is no doubt that many of Essad Pasha's supporters are participating in it.

FRENCH GENERAL HONOURED

London, Received May 24.

His Majesty King George has conferred the honour of the Grand Cross of Victoria upon General Joffre, Chief of the French General Staff.

SIGNALMAN SENTENCED

ST LE NAVAL BOOK.

London, Received May 24.

A signalman on the battleship Queen has been sentenced to four years' penal servitude for stealing the ship's signalbook.

BRITISH MUSEUM.

A NECESSARY REGULATION.

London, Received May 25.

Henceforth women will only be admitted to the British Museum on a satisfactory recommendation accepting responsibility for their behaviour.

HOME CRICKET.

London, Received May 24.

Sussex beat Cambridge University at Cambridge by 8 wickets.
Northamptonshire beat Lancashire at Northampton by an innings and 17.

TELEGRAMS.

IPSWICH ELECTION.

UNIONIST'S TRIUMPH.

(Reuter's Service To "The Telegraph.")

London, Received May 24.
Polling is taking place at Ipswich to-day in the bye-election necessitated by the death of the Rev. Sylvester Horne. There is intense feeling. Mr. Ganzoni (Unionist), Mr. Masterman (Liberal) and Mr. Scurr (Socialist) touring the constituency. The election promises to be one of the most momentous bye-elections in history.

The Figures.

Laer.
The result of the bye-election at Ipswich was as follows:—
Mr. Ganzoni (U.)..... 8,408
Mr. Masterman (L.)... 5,874
Mr. Scurr (S.)..... 305

U. majority over L., 532.
[Ipswich returns two members and the result at the last election was as follows:—Sir W. F. Goddard (L.) 9,911; Rev. C. S. Horne (L.) 5,791; Mr. A. C. Churchman (U.) 5,447; Mr. B. H. Burton (U.) 5,409.]

There was much "messing" at Ipswich yesterday. Shop windows were boarded and police were reinforced. When the result was declared the Unionists were delighted and the Liberals dumbfounded. Mr. Ganzoni, the successful candidate, was carried on the shoulders of some of his supporters to the Unionist Club, where he made a speech saying that the result, at a particularly opportune moment in English politics, showed the aversion of the electors to Home Rule.

Mr. Masterman, addressing a meeting of his supporters, said: "There is nothing here but tears. We should have been easily on top if outsiders had been kept out."

The Unionist weeklies describe the result as a death-blow to the Government.

The Liberal papers say the defeat is due to the campaign against the Insurance Act.

Early Election Possible.
Reynolds' newspaper says that there is an increasing number of Cabinet Ministers in favour of an early General Election, being of the opinion that the Ulster difficulty will be surmounted if it is announced that the country will be consulted before the Home Rule Bill becomes operative.

The Cabinet reviews the situation to-morrow in the light of the Ipswich election.

AMATEUR GOLF.

THE NEW CHAMPION.

London, Received May 24.

Mr. Jenkins, of Troon, won the amateur golf championship at Sandwich, beating Mr. Hazlet, of Royal Portrush, by three up and two to play.

SUFFRAGIST OUTRAGE

KING'S PORTRAIT HACKED.

London, Received May 24.

The King's portrait at the Royal Academy, Edinburgh, has been hacked, and a suffragist has been arrested.

More Window-smashing.
London, Received May 25.
The suffragists last night again started window-smashing in the West End.

AUSTRIAN EMPEROR.

HEALTH BETTER.

London, Received May 24.

The Emperor Francis Joseph of Austria has so far recovered that the bulletins have been discontinued.

TELEGRAMS.

LIGHTSHIP FOUNDERS.

GLASGOW CREW LOST.

(Reuter's Service To "The Telegraph.")

London, Received May 24.
Reuter's correspondent at Halifax, Nova Scotia, says bodies and wreckage have been washed up on the coast of East Halifax. It is feared that a lightship which was proceeding to Halifax from Glasgow, has been wrecked, all hands being lost, in a dense fog.

Later.
The lightship has been found bottom up on Liscomb Reef, with two smashed lifeboats and six bodies. There is no doubt that the crew of 25, mostly Glaswegians, have perished.

OBITUARY.

VICE-ADMIRAL RICH.

London, Received May 24.

The death is recorded of Vice-Admiral Frederick St. George Rich, at the age of 62.

[The deceased entered the Royal Navy in 1868, and was made Commander in 1890, Captain seven years later, and Rear Admiral in 1907. He was A.D.C. to King Edward in 1906 and 1907.]

WHAT IS A KISS

Poetic Protest by Miss Lillian Braithwaite.

The legal definition of a kiss just given by the highest judicial authority in Germany meets with little appreciation among representative women in London. Miss Lillian Braithwaite, the well-known actress, remarked to a press representative: "Women cannot but regard a legal attempt to define a kiss as the veriest sacrilege."

"A kiss is not merely, as the magistrates of the law suggest, 'a touch on the body of a woman,' she said. 'It is the revelation of love; the outward expression of sacred passion, the vow that pledges for ever and for ever the union of hearts. Only the traitorous kiss of a Judas is lightly given. To a woman a kiss represents the adoration of the soul. It is the murmur of her passionate self—it is the outward manifestation of her heart's infinite devotion. This may seem old-fashioned, but it is my view.'"

Among other views expressed were the following:

Miss Rosina Filippi: "Let me repeat what Max Muller said. A pretty girl once asked him what love was. He kissed her. That was his reply and it is mine. A kiss is love."

Miss Ethel Leroy: "A kiss is just the loveliest thing on earth. I like it to be what the poet calls 'linked sweetness long drawn out.' The worst of it is, kisses, like chocolates, soon melt away. All the same, they usually begin in rapture and end in despair. Anyway, I would just love to hug those dear old judges in Berlin and show them if a kiss is only a touch on a woman's body. They'd have the thrills of their lives. Ah, I've got it at last—a kiss is a thrill!"

Miss Kellogg: "If the man is tall, dark, and wears a heavy, bristling moustache, I pronounce the kiss to be a peerless portion of Paradise; but if he is pudgy and lubby, with little, fat arms that can't span your neck, a kiss is a well-wasted effort. A kiss is just sentiment. I suppose we are all sentimental, except judges, who are glibly meaningless nothings, such as calling it 'a touch' and chat-

TELEGRAMS.

ANGLO-AMERICAN POLO.

BRITISH TEAM SAILED.

(Reuter's Service To "The Telegraph.")

London, Received May 24.
The English polo team, composed of Major Trail, Captains Tomkinson, Cheape and Barrett, with Lord Winborne as reserve, has sailed for America.

[The Times, on May 5, was pessimistic with regard to the possibilities of the British Polo team being able to win the America Cup. The practice games, says the journal, have made it obvious that if a representative team is to go to America immediate heroic measures are necessary, as the experiment of converting Captain Barrett into a forward has failed and success is not likely even if any other member of the present team is played in that position. The Times urged the inclusion of Captain Grenfell, Mr. Freak or Captain Cheape. Finally, adds the paper, it is doubtful whether it is not now too late to collect an adequate stud of suitable ponies. Consequently it is better for anxious consideration whether or not it is advisable to postpone the enterprise until 1915.]

the artists of the Societe is as deep and patriotic as ever. It was not for themselves they feared, but for the public. "We do not want a scandal, or a riot or any diplomatic incident. Please do not send your bust," Herr Repner, they said; and Herr Repner, as it were, promised. But he changed his mind, and finally decided to submit to the secretary of the Grand Palais the two works he intended to exhibit, and one of them was the "terrible" bust.

Mr. Harry Tate: "May I tell you what a kiss is? I ought to know. I've kissed the young and middle-aged, the blushing bride and the unblushing spinster. It is the elixir of love. Talk about consent. Once, when I was a very youthful Tate, I kissed a lady of, say, thirty uncertain years. She huddled up with red cheeks and fiery eyes. 'How dare you?' she exclaimed, and I began to chatter of the temptation of sweet lips and all that sort of nonsense, when she broke in with, 'How dare you do it only once?' A kiss is a chaste salute a woman loves, and a man, unless he's a legal luminary, doesn't despise it."

Here is a scientific definition: "A kiss is the pressure of the mucous membranes of the lips applied by the strength of the sphincter of the buccal muscles to the corresponding part of the lady's lips, sometimes to the cheek."

KAISER'S BUST IN PARIS.

Exhibition Refused.

A storm in a Salon, if not in a tea-cup, has been raised by the "innocent" proposal of a German artist, Herr W. Repner, of Berlin, to exhibit in the Salon of the Artistes Francais this year a bust of his Majesty Kaiser Wilhelm II.

What! Exhibit a statue representing the German Emperor, in a Paris Salon? the president and members of the jury exclaimed. It is not possible. There would be a riot at the Grand Palais on the day of the opening.

The president of the Societe and the president of the jury were startled. One would think that the war had taken place only yesterday. The feeling among

TELEGRAMS.

IRISH QUESTION.

THE CABINET CONFERS.

(Reuter's Service To "The Telegraph.")

London, Received May 24.
A prolonged Cabinet meeting on the Irish question, of a most unusual character, was held on Saturday.

Significant Preparations.

London, Received May 25.

In view of the third reading of the Home Rule Bill to-night, reinforcements of the Constabulary, with ball cartridges and bayonets, have been sent to Londonderry.

At yesterday's services the priest in Belfast advised the people to remain in their own quarters to-night. Priests, with prominent members of the congregations, will patrol the streets to-night to restrain demonstrations.

Large contingents of the Ulster Volunteers attended the Empire Day services in uniform. A thousand are being held in readiness for emergencies to-night at Belfast, and there are similar arrangements elsewhere.

the artists of the Societe is as deep and patriotic as ever. It was not for themselves they feared, but for the public. "We do not want a scandal, or a riot or any diplomatic incident. Please do not send your bust," Herr Repner, they said; and Herr Repner, as it were, promised. But he changed his mind, and finally decided to submit to the secretary of the Grand Palais the two works he intended to exhibit, and one of them was the "terrible" bust.

The president of the Societe des Artistes Francais and the president of the jury, it is understood, have again approached Herr Repner, and asked him, for the sake of peace, not to exhibit his bust. Herr Repner, it is said, has not yet replied. The incident is at that point. It will be settled, no doubt, in a few days.

Meanwhile, it is to be remarked that Parisians have had on many a previous occasion an opportunity of seeing pictures or statues of the German Emperor, and nothing whatever happened. They were looked upon and judged as works of art and nothing more. I remember myself seeing some years ago, a portrait of the Emperor William II. in the Salon of the Societe des Beaux Arts, in a green Jaeger costume with an alpenstock in his hand. This was by Herr Borchardt, the German artist, and a fine portrait it was, too. There was no riot at the Grand Palais, and it seems absurd that there should be now. However, the members of the Societe des Artistes Francais seem to be more patriotically susceptible than their neighbours of the Beaux-Arts, and that accounts for the difference.

Herr Repner, the German sculptor of the bust of the Kaiser, stated in an interview that he would submit to the views of M. Antonin Mercie, president of the Societe of French Artists. The bust will accordingly not be exhibited at the coming Salon.

Rubber Director's Fortune.
Mr. Robert Buxton Hoinakey, of Messrs. J. H. Yvassour and Co., Limited, chairman of the Seremban Rubber Estate Company, Limited, and of the Sungai Choh Rubber Estate Company, Limited, left estate of the value of \$90,279.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Mr. Jenkins, of Troon, has won the Amateur Golf Championship.

The bye-election at Ipswich resulted in a Unionist victory. The English Polo Team has left for America.

The Aerial Derby in London has been postponed on account of fog.

Constabulary reinforcements, with ball cartridges and bayonets, have been sent to Londonderry.

The King's portrait at the Royal Academy, Edinburgh, has been hacked by a suffragist.

Hongkong won the Interport Golf contest at Shanghai, though the play all round was poor.

The suffragists have again started window-smashing in the West End.

Destroyers and seaplanes have made a fruitless search for Mr. Hamel, who has been missed in dying across the Channel.

M. Sazonoff, Russian Minister of Foreign Affairs, has made an important statement of Russia's foreign policy.

According to "Reynolds" newspaper, an increasing number of Cabinet members favour an early General Election.

Gustav Hamel, the aviator, has disappeared on his way from Paris to London, and anxiety is felt regarding his fate.

Mr. Ganzoni, the successful candidate at Ipswich, says the result shows the aversion of the electors to Home Rule.

The Unionist papers described the result of the Ipswich election as a death-blow to the Government.

A lightship from Glasgow to Halifax, Nova Scotia, has been wrecked in a fog, all hands being lost.

For stealing a signal-book, a signalman on board the battleship Queen has been sentenced to four years' penal servitude.

In consequence of insurgents threatening the capital, the Prince and Princess of Albania were compelled to go aboard an Italian warship.

Women will only now be admitted to the British Museum on a satisfactory recommendation accepting responsibility for their behaviour.

NEWS.

Log book appears to-day on page 6 and general news on page 3.

"Our Contemporaries" will be found on page 2 and Commercial News on page 9.

The prizes offered by the St. Joseph's College Association in the essay competition were presented this morning.

Empire Day services were held this morning in both cathedrals. Results of Saturday's league tennis matches are given in this issue.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

Crown Land Sale, P.W.D.—3 p.m.

H.K. Horticultural Society's Meeting.

Wednesday May 27.

Peak Tramways Co., Ltd. meeting—noon.

Thursday May 28.

Star Ferry Co. Ltd. Meeting

Shareholders—12.30 p.m.

Notices

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Hongkong, 18th August, 1910.

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CONTEMPORARIES.

Daily Press.

Chinese Sports.

The most recent Peking papers to hand give considerable prominence to "Another Revolution," but this is not a revolution of the kind with which the last two or three years has made us familiar; that is to say, it is not a political revolution involving bloodshed, public disorder and widespread disturbance of trade, but a social revolution described as "the athletic transformation of China." Peking last week was the scene of some interesting and significant athletic contests. On the 18th and 19th inst. the second annual North China Sectional Championships in track and field athletics and games took place in the grounds of the Temple of Heaven, and on the 21st and 22nd the "first National Championships," to decide which sections in China can produce the best athletes, were held. Last year over 250 athletes assembled from the different Provinces in the North to take part in the First Annual sectional games, and many thousands of people went to the Temple of Heaven grounds to see the contests.

South China Morning Post

Admiralty Oil Fields.

Shipping firms everywhere, after extensive enquiry and extended trial, have decided that oil is certainly better than coal for steam raising; but they have also decided that the economy of fuel oil production is, at the moment, hopelessly against the replacement of coal by liquid fuel in ships that have to pay their way. Whether the First Lord will be able to convince taxpayers that the reasoning of experienced steamship operators is at fault and that ships which do not have to pay their way can satisfactorily consume oil in preference to coal remains to be seen, but with the great representation of the coal industry in Parliament, Mr. Churchill may expect the closest scrutiny into the results of the latest Government investment, and it is, no doubt, the knowledge that this power is in their hands that prevents the producers of steam coal from falling into the depths of despondency which the activity of the Admiralty would seem to demand.

China Mail

Gun-Fire in Torpedo Craft.

The Admiralty have just issued a return giving the results of tests of gun-fire in torpedo-boat destroyers and torpedo-boats, and the results are pronounced satisfactory, but their Lordships very properly make the observation that a "further improvement would result if deck officers of quarters paid more attention to their observation of fire." An examination of the details seems to show a wide difference between the results in ships of the same class, and although it may be that conditions vary greatly, this cannot always be the explanation; the best result in a ship is often much better than the average in the same ship; in many cases the best result is double the average and in other cases even more. The guns with which these light crafts are fitted range up to the 4-in. breech-loader, and in all 20 vessels, having 809 guns, passed through tests during the past year. The percentage of hits to round fired, in all cases where the time of scoring was that prescribed, was 47.34, and in all cases where the prescribed time was exceeded, 45.82. Taking the 4-in. breech-loader, we find that the time allowed for the test was 41 seconds, and that there were 138 guns in the various craft. The average number of hits per minute works out at 3.3.

For a good solid meal, a la Carte, on Table d'Hôte, with Wines & Liquors of the Best, ALEXANDRA CAFE.

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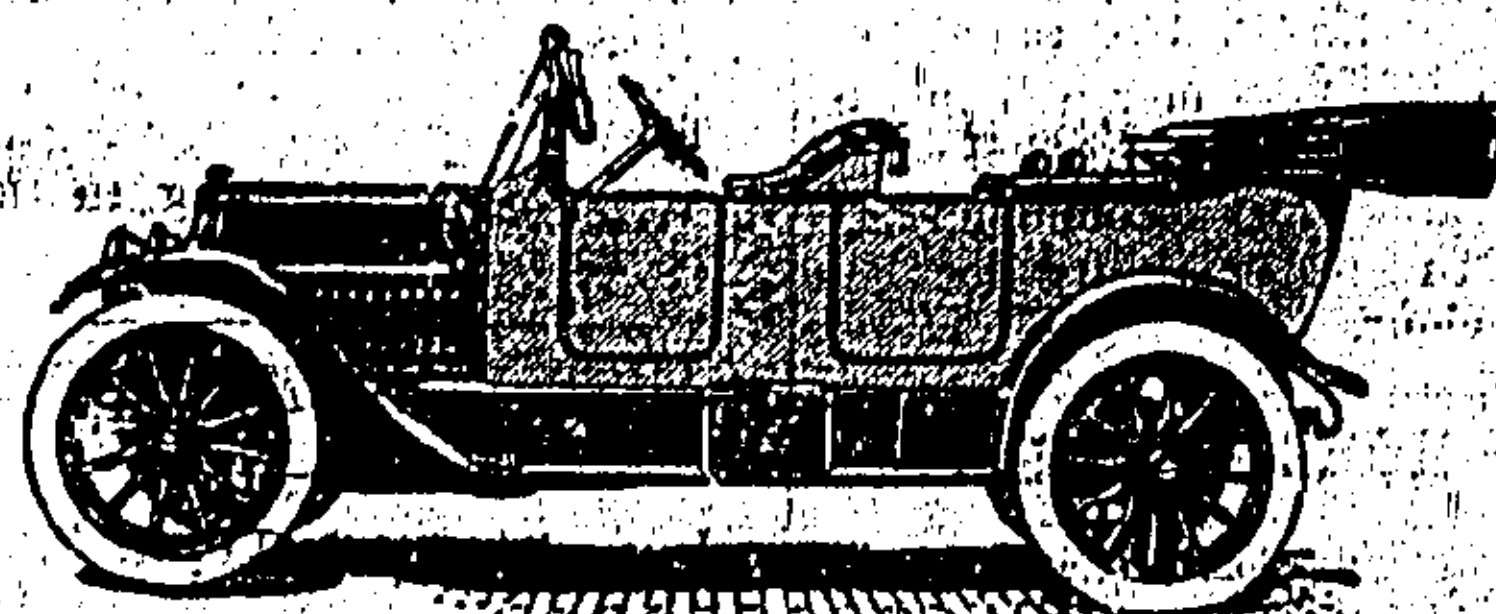
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GENERAL NEWS.

Sta. house. Expedition.
Two officers of the Royal Indian Marine at Bombay, who have been selected as members of the Sta. house expedition to the Antarctic, have received cables that their appointments are postponed until next year, from which it is presumed the expedition will not leave in August as was intended.

More Guns for Rosyth.
The Government have acquired a large stretch of land at a site of Point from the Earl of Murray, on his Donibristle estate. Work is to be started immediately at the Head, and the largest guns are to be mounted. Birefoot Point is about three miles to the eastward of the Forth Bridge, and about five miles from the new naval base at Rosyth. The Government have also surveyed land on the Southern shore of the Forth, and it is said in naval quarters at Rosyth that another battery will be erected there. The Forth is apparently to be strongly armed for the greater protection, not only of the Forth Bridge, but also of the Rosyth naval base, which is now advancing rapidly towards completion.

Jack Johnson—Frenchman.
Jack Johnson has signed the preliminary documents for his naturalisation as a French subject in the Quartier St. George, in Paris. He has been living there for some time.

All Baba in Russia.
Reuter's St. Petersburg correspondent sends the following account of an attempted burglary which recalls "All Baba and the Forty Thieves." He writes:—"Some days ago a girl named Yakovleva entered the service of M. Roboff, a wealthy merchant, at Libovo, on the Moscow-Windau railway. Yesterday evening Yakovleva had brought to the house a large trunk containing, so she said, her belongings. No sooner was it taken into the kitchen than a dog of M. Roboff's made a rush at it, barking and growling. The animal was driven off several times, but persisted in returning. M. Roboff was informed of its strange behaviour and, his suspicions being excited, he ordered Yakovleva to open the trunk. On her refusing to do so he had the box opened by some male servants, and two youths armed with revolvers were found crouching inside. They were obviously would-be burglars. They attempted to use their revolvers, but were immediately overpowered and arrested, together with Yakovleva."

New Horseshoes.
The shoeing of horses presents a fresh problem with the improvement of the roads, says the Westminster. We are making harder and smoother surfaces for motor-traffic. These are a danger to the horse which is shod with flat shoes, while shoes with projections cut up the surface of the roads. The offer of a prize by the Society for the Prevention of Cruelty to Animals has brought forth 850 inventions of a shoe adapted to the new conditions. A few of the better of these are now being experimented with.

The More I Admire Dogs.
The more I know of men, the more I admire dogs, said a French philosopher. The H. use of Commons, by a vote of over 3 to 2, has gone a little farther than this. Human beings are subject, in addition to all the ordinary ills to which flesh is heir, to the pains and penalties imposed on them by experimental science, in groping its way towards the truth. The dog, the companion of Man, if Sir Frederick Banbury's Bill, which obtains a second reading, should become law, will be exempt from these risks. It will be protected by statute against any experiments of a nature causing or likely to cause pain or disease. Persons disregarding this enactment will be liable to a penalty of £10 on a first conviction, and, on repetition of the offence, may be subjected to a fine of £100, or, failing payment, sent for a year to jail.

LONELY LIVES.

Old's Story of a Great City's Solitude.

A girl who for several years has earned her living as stenographer in a New York office tells, in a local paper, the terrible loneliness felt by a girl in a great city, who has no home other than a cheerless small bedroom, no amusements, no society. The solitude of those who struggle for life in a great city has been told many times, yet to practical effort has been made to overcome the solitude, but the condition is not peculiar to any one place, probably it is felt by as many in London as in New York, and a remedy should be devised by some one of those numerous organisations created to relieve unpleasant conditions.

The New York girl writes: "One Sunday morning some months ago I happened casually into one of the most prominent Episcopal churches (St. Bartholomew's on Forty-fourth street and Madison avenue) in New York. My reason for going to the service was, I fear, not the best. I was lonely, desperately lonely—lonely in my little, cold, cheerless furnished room. I did not know where to go so early Sunday morning; it was raining, and I could not walk far. But I felt I must go somewhere, anywhere, to get away for a little space of time from the isolation of that cold hall bedroom. I therefore wandered along the streets aimlessly, in thought, without having cognizance of my whereabouts.

"You can have not the remotest idea of the wretched loneliness, the utter isolation, and the bitter desolation of a young woman, working hard all day then going 'home' to a tiny furnished room at night.

"Milton said, 'My spirit bathed in much alone.' So has mine, but I find that continued isolation will drive a perfectly healthy, normal person either to desperation or to insanity. 'Solitary confinement' is an exquisite punishment, but a horrible pastime.

"You who have your pleasant cheerful homes, with hosts of friends, just try to fancy a life like this; work at the office or shop all day, leave your work after the day's labour has been completed, go to a restaurant alone, eat a solitary meal, then back to your little cell, which usually is icy cold except in summer, and where the gas is about one candle power, so that reading or sewing is an impossibility.

"Furnished room life, to my mind, is the most horrifying, soul-destroying existence possible in this world, or the next. I should fancy."

GERMAN FINANCE IN CHINA.

In the course of the discussion of the Foreign Affairs Estimates in the Budget Committee of the German Reichstag on 29th ult., the question of the commercial development of China was raised. The Reporter said that German influence in China was apparently proceeding, and demanded more German-salaried Consular and trade experts. Herr von Jagow, the Foreign Secretary of State, declared that Belgium had secured particularly important concessions in China, but he could not say whether Belgian capital alone was concerned. He referred to the preliminary agreements in regard to harbour and railway concessions obtained by the French Banque Industrielle de Chine, in return for a loan of £150,000,000, and expressed regret that German finance held aloof. The Government, he said, keenly desired the participation of German finance in the development of China. Besides the Deutsch-Asiatische Bank, a second German group was being formed which would provide finance and industry with a basis for far-reaching activity in China. Herr von Jagow added that the development of the Consular service was receiving full attention. A third commercial expert, to reside at Canton, would be appointed as soon as a suitable person was available.

Further information bearing on the matters mentioned above is given in a lengthy communication from the Peking correspondent of the "Frankfurter Zeitung," who, after dealing with recent enterprise on the part of certain nations in China, reports that German financial circles who are not associated with the German Asiatic Bank intend to form a new group which is specially to handle industrial problems in China.

The German Foreign Office has been approached in the matter, and the Secretary of State is said to have promised his support. It is proposed to proceed independently of the German Asiatic Bank, although no trade contest is in contemplation, as the scope of activity is to be divided. Thus the latter institution will continue to occupy itself with the financing of the Chinese State, whilst the new group will devote itself to the economic side of the question, with which the German Asiatic Bank, as shown by experience, had been unable to deal in consequence of other demands made upon it.

The existing group under the circumstances should not be opposed to the proposed new group, but should, the correspondent remarks, welcome the creation of a second.

If you have lost your appetite one of the big variety of Planty dishes at the ALEXANDRA CAFE is sure to tempt you.

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No. 68 Peak, Mount Kellett, Church Mission Society Bungalow partly furnished. Cheap rent.
No. 6 Camoron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.
No. 19, Shelley Street.

TO LET.—No. 5 Mountain View from 1st April 1914. Newly painted and colourwashed.
TO LET from 1st June 1914, 55 ELGIN TERRACE, newly painted and colourwashed.
No. 12 Beaconfield Arcade, Shop.
No. 7 Mountain View.
No. 7 Stewart Terrace, Peak.
No. 20 Bellies Terrace, newly painted and colourwashed.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

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TO LET.—From April 1st. The First Floor of No. 25, Des Voeux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

TO LET.—With immediate possession. Office:—2nd Floor of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

group which would be able to complement it; and rightly expect that the financial powers now behind the German Asiatic Bank will also participate in the work of the new group when it has first gained a footing in China. It is not intended to form the new syndicate on a narrow-minded basis, as it is also to include Austrian financial interests. When the group has been brought into existence a corresponding combination of German manufacturers is to be formed for the promotion of trade with China and the carrying out of industrial works, as may be assumed, financed by the new group.

The correspondent proceeds to state that a number of foreign groups have recently been constituted for the "industrialisation" of China, most of which permit of Chinese participation. Foreign companies which have on their name-plates also the word "Chinese," are popular in China, especially when the promoters belong to a friendly nation, and they are certain of every support when important Chinese interests are invested in them. For these reasons it is suggested that the new group should be formed as a German-Chinese company, and that it should seek a connector with influential Chinese circles as soon as possible, whilst at the same time it is hinted as being desirable that the group should deal with great China and not be located in Shanghai, with Tsingtau as its base.

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TO LET at TAIPU a four roomed Bungalow from 1st June. Fully furnished, with plate, linen and glass. Mosquito proof rooms. Ideal for week ends or permanent residence. Use of bathing jetty & dinghy. Apply E. BRUCE SHEPHERD, 5 Queen's Road Central.

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TO LET.—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET.—From 1st July 1914. In Canton on Shamen Lot 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

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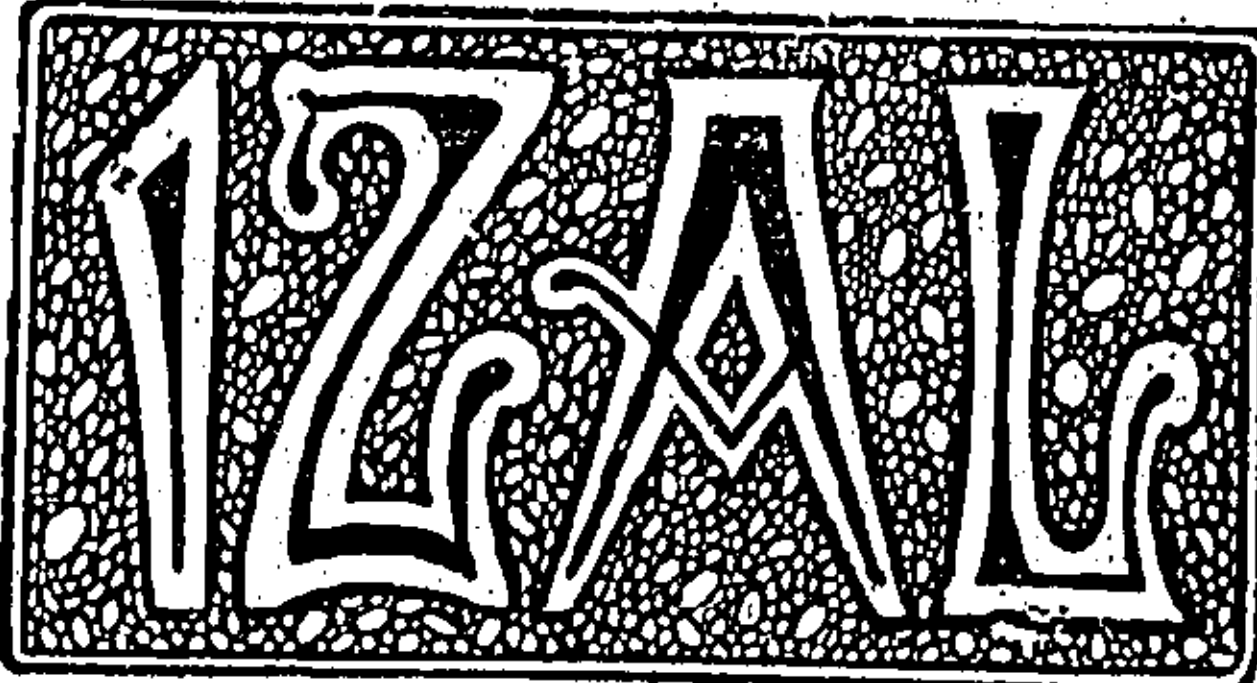
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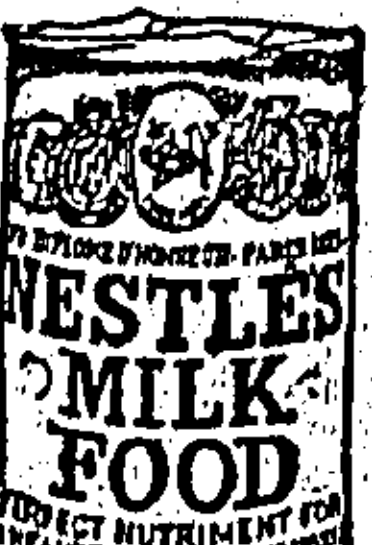
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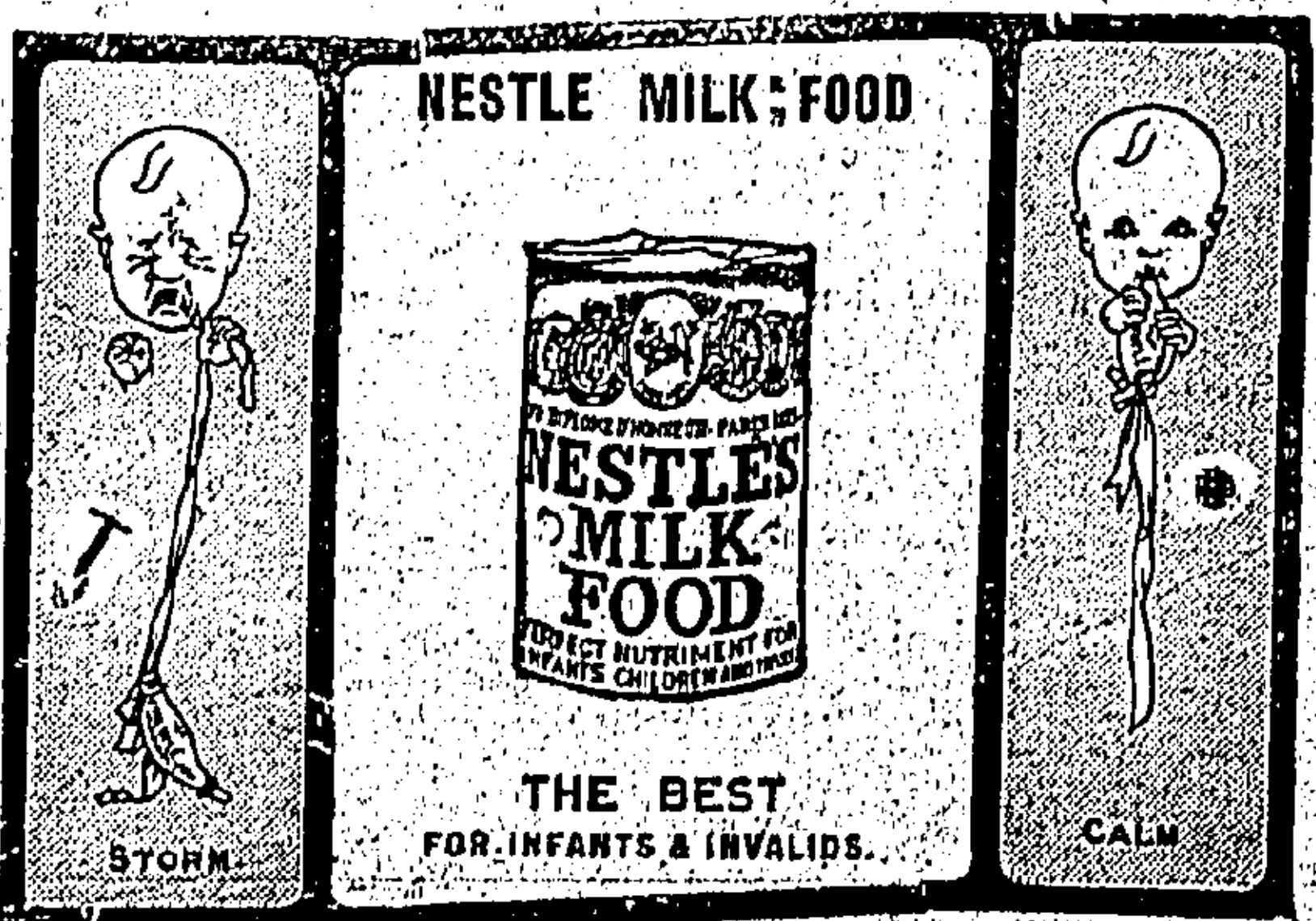
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DEATHS.

CAREY.—On April 21, 1914, at a Nursing Home in London, Edward Valentine Carey, of Lyne, Chapel, Surrey, and of Carey Island, Federated Malay States, aged 49.
COBB.—On May 16, at the General Hospital, Singapore, Capt. Henry Cobb, late Chief Officer, s.s. Zwenda, aged 59 years.

The object of this paper is to publish correct information, to give the truth and print the news without fear or favour.

情無非實事要訪探大正論言宗本

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The Hongkong Telegraph.

HONGKONG, MONDAY, MAY 25, 1914.

A MOMENT FOR REFLECTION.

There are bound to be references in the House of Commons to-day to the unpleasant "scene" which took place in Parliament on Thursday last, and which resulted in the suspension of the sitting. It will be fresh within our readers' memory that the happening was due to the interruption of business by members of the Opposition. The Speaker had put the motion for the third reading of the Home Rule Bill under the Parliament Act, when there were insistent cries of "Adjourn!" from the Opposition benches, and, when appealed to as to whether he approved of the demonstration, Mr. Bonar Law declined to reply. Then it was, on a continuance of the disorder, that the Speaker suspended the sitting.

To-day the third reading comes up again, but this time there is likely to be no repetition of last week's regrettable incidents, for we have already been told that "satisfactory explanations" will be probably forthcoming and that the Opposition will allow the Bill to pass its third reading. In other words, the Unionists appear sorry for the part they played in an affair which certainly did them no credit. We do not care who the party is—whether Unionist, Liberal or Socialist—the creation and perpetuation of such a "scene" as that of last Thursday, merit the severest censure from all sane men. Coming, in this instance from the quarter it did, it is deserving of all the more condemnation. It is the understood duty of the Leader of the Opposition, as it is that of the Prime Minister, to assist in the preservation of good order in the House, but by his silence on this occasion Mr. Bonar Law tacitly acquiesced in the disturbance. Coming after the allegations—which have some basis in fact, too—that the Unionists have been encouraging armed rebellion in Ulster, the affair makes one wonder whether the Unionist party is drifting. And the reflections which arise from a consideration of this point are certainly none too cheering.

If the Unionists will only be discreet and tactful, and play their cards carefully, they have a great opening at the present juncture in party politics. What they need above all else is sound, statesmanlike guidance; and that is what they appear to lack. By adopting the methods favoured by their opponents—rampant talk, disregard for Parliamentary traditions, and theatrical methods generally—they will only do themselves irreparable injury. Such conduct is bound to disgust the better class elector. It is therefore well that the party is halting for a moment in consideration of such an affair as last week's. Only by following the magnificent record bequeathed to it by the rank and file in the past can it hope to retain its proper place in the sphere of British politics.

More English.

As a specimen of English the following, which was sent to a local schoolmaster the other day, takes some beating. The teacher had written concerning the absence from school of a certain student and the reply was as follows:—

Sir With.—Reference to your letter of 20th instant, regarding the absence of a boy in Class—of your valuable school. I regret to inform you that this boy was dead on board s.s. Tai On while the accident horrible piracy occurred there. I request that his name be cancelled from the register. Letters of this stamp are very easily, and often are, manufactured, but this one has the merit of being genuine and a local product, so to speak.

Lack of Manners.
An incident which we witnessed yesterday makes us wonder whether the Chinese are not in danger of losing their reputation for nice etiquette and good manners. An English lady boarded a tramcar on the eastern Praya and found the whole of the first-class compartment occupied by six young Chinese. None of them offered to give her a seat, and the result was that she was compelled to stand until she left the car at Lee House Street. At least two of the youths were sufficiently educated to speak English, and though a remark was made to the conductor by a European gentleman, in their hearing, of it being the usual custom for a gentleman to give place to a lady, they took no notice whatever of the observation, and went on grinning and chatting with no regard for the obvious discomfort of the lady. At best there is little enough room for Europeans on the tramcars, and it is an abominable thing that a white lady should be placed in such a situation as we have mentioned.

Where Ignorance.
There are some people in this world who never seem to exercise their brains before they talk. They blurt out all their little thoughts before they are really half-formed. Last evening, for instance, such a one was heard at his happiest while the Paul Bean was manoeuvring to leave the wharf at Macao. Water was much more limited than mud there, and the vessel had a deal of difficulty in getting off. She managed to turn right round, in fact, and to arrive back at the wharf where all the good-byes were said over again. Then water was pumped from the bilge tanks in order to lighten the vessel. As this one wisecracker let himself loose. Up till this point he had been greatly exercised as to why the vessel had turned round. Now he knew. She had come round in order that the water should be pumped out on the shallow side in order to give the vessel more water! And when she did get off after, he was quite satisfied that he was right, and very happy about it.

The Voice of Ipswich.
The result of the Ipswich by-election is unanswerable. Home Rule was without doubt the chief issue. It was mentioned in Mr. Masterman's address, and the challenge to make it the prime question was taken up by the Unionists, who sent Sir Edward Carson and Mr. F. E. Smith into the field. Now the Liberal papers, finding no comfort in the figures, however they are twisted about, want the country to believe that the campaign against the Insurance Act is the explanation of the reversal. To put it bluntly, that won't wash. The figures are eloquent. They show that the Liberal poll has declined by 57 when compared with the votes of the Liberal candidate who headed the list at the last election; the Unionist vote shows an advance of 959; and even if we combine the Liberal and Socialist poll, the Unionist has still 137 votes to spare. Let the figures be analysed as they may, they only imply one meaning—a notice to the Government to quit without delay.

Sold to Japan.

The steamer Eons, of 2,495 tons gross and 1,800 tons net register, is stated to have been sold to Japanese buyers for about £12,000. She was built at Stockton in 1890, with dimensions 297 ft. by 40 ft. by 18 ft. Her late owners were Messrs. G. Nicbott and Co., Glasgow.

DAY BY DAY.

THE COMFORTABLE AND COMFORTING PEOPLE ARE THOSE WHO LOOK UPON THE BRIGHT SIDE OF LIFE. GATHERING ROSES AND SUNSHINE AND MAKING THE WORST THAT HAPPENS SEEM THE BEST.

The Weather.
Lower level 8 a.m. Temp 78; overcast.

At the Peak 8 a.m. Temp 69; rain, fog, wind.

The Mails.
American Mail.—Due per s.s. Lutzow to-morrow.

The English Mail of the April 25, was delivered in London on May 23.

Sent to the Pound.
Four dogs were sent to the Pound by the Police yesterday.

Stolen Blankets.
Miss Skipton of the Girls' Diocesan School has reported the theft from her room of ten blankets valued at \$100.

Woman Robbed.
A Chinese woman has reported to the police that she has been robbed of jewellery, pearls and clothing to the value of \$64.

The University.
The present term, at the University ended on Saturday next, from which date there will be a long vacation of over three months.

Why?
The only vessel in harbour dressed in honour of Empire Day to-day is a China Merchants steamer, which flies the Chinese flag.

The Sado Maru.
The Sado Maru arrived from Shanghai, with cargo of flour, matches, silver, bullion and general merchandise, totalling 3,310 tons.

New Signalling Device.
Kowloon residents are glad to notice that the Star Ferry Co. is fixing a new signalling device on top of the godowns close to the old pier.

Overdose of Opium.
On Saturday a Chinese female was sent to the Government Civil Hospital suffering from an overdose of opium, which is supposed to have been self-administered.

Stole Copper Wires.
At the Police Court, this morning, a Chinese was sentenced to three months and four hours' stocks, for stealing copper wires from the Naval Yard. Inspector McHardy prosecuted.

Mad Dog Reported.
Col. O'Hara has reported to the police that on Saturday his daughter was walking on Keadley Road, The Peak, with two dogs when one of them went mad suddenly. The dog ran off down the hillside and has not been seen since.

Coolie's Suicide.
The body of a Chinese coolie has been removed to the public mortuary. He was under arrest in connection with enquiries that the police were making over the recent Deep Water Bay robbery and he appears to have secured some wire with which he hung himself.

Business Changes.
The business and goodwill of the firm of Arthur Nilsson and Co. has been acquired by A. B. The Swedish Trading Company in China, Ltd., a company registered in Stockholm. The office of the latter firm has been moved from Queen's Building to York Building, top floor.

Hippodrome Circus.
There was another change in the hippodrome circus programme last night, and an interesting evening's entertainment was enjoyed by a large audience.

Two new artists for the circus will arrive on Thursday from Europe per s.s. Goeben. They are De Marvel, the Human Frog, and Mlle. Zudegia, the Model Lady in statesque poses.

Notice to Mariners.
Notice is given that the Steam Launch "Yuen Fat" lies sunk in 21 feet of water in the fairway abreast the first bar light station in the Canton River. From the position of the Wreck First Bar Light Station bears N. 21 degree E (Magnetic) dist. 883 feet. The wreck is marked by a native boat exhibiting from sunset to sunrise 2 red unclassified lights; suspended vertically, 3 feet apart. By day a red flag is exhibited. The wreck marking boat is moored over the top of the wreck and can be passed on either side.

EMPIRE DAY.

Service for Children in St. John's Cathedral.

"For God, Honour the King" was the text that the Rev. Cooper Hunt took for his sermon to the children who gathered in St. John's Cathedral for the annual Empire Day service. There were about 580 children of the colony present including English and Chinese and the service was sung with a heartiness that was truly pleasing, the music being provided by the band of the D.O.L.I. The service was conducted by the Rev. V. H. O. Moyle, the Rev. J. Kirk Macconnachie reading the lesson. H.E. the Governor, Lady May and family were among the congregation.

Preaching from the text given above the Rev. Cooper Hunt remarked that it was quite clear that the greatness of England was due to the noble lives of past heroes, men and women whose personal qualities of determination and energy were used by God for the furtherance of His will. It had been said that English heroes had been men of resolution, and that was quite true but he would like to add a little more than that and say "Yes, resolution, and dependence on God's will." It was told of Nelson that before his last great fight he sought strength of God in his cabin. When Gordon returned to Khartoum in 1884 he told them "I come without oldiers, but with God on my side" to redress the evils of the land. But as it was his strong faith in God that made Joshua the great leader of the Israelite nation so in the history of our own nation the same spirit had inspired those men to become truly great. The second thing that made England great was its spirit of patriotism coupled with the strong faith in God our heroes had shown a wonderful love and loyalty to their country. The third thing was a spirit of courage. Patriotism in itself was all very well, but patriotism in words without being carried into action was of very little use. Courage was necessary for patriotism to be of any use. Finally he reminded the children that they were the men and women who would make England great in the future and he wanted them to try and have the same spirit governing their lives which had made for the greatness of England in the past—the spirit of true faith in God, the spirit of true patriotism and the spirit of true courage.

Service for Catholic Schools.
A commemorative service for the Roman Catholic Schools of Hongkong and Kowloon was held this morning at the Cathedral of the Immaculate Conception.

His Lordship Bishop Pozzoni officiated and was assisted by the Rev. Father P. de Maria, Correspondent Catholic Schools, and the Clergy and Students of the Cathedral Seminary.

The attendance at the Cathedral was very large. Scholars from Queen's College and the Garrison School were accommodated in seats near the Communion rails, behind whom sat over eighty children of the English School for Portuguese in charge of Mrs. C. M. Uordeiro, headmistress. Below the chancel steps on the gospel side of the altar sat the students of the upper classes of St. Joseph's College.

The rest of the college, about 400 in number, were allocated seats in the south transept. In the northern transept the Chinese orphans, to the number of about eighty, of the St. Lewis' School took their seats. Behind them were seated the Chinese scholars from the Convent Schools at Yau-mai, Hang Hom and Sha-chi-wan.

The entire nave of the Church was given up to the large number of European and Chinese girls of the Italian Convent, St. Francis School at Wanchai and St. Mary's School, Kowloon. The brothers and day scholars of the French Convent were also given seats in this part of the sacred edifice.

The service this year was somewhat different from those of the past three years. Bishop Pozzoni officiated. It commenced with "A Prayer for the King" (Psalm XIX) and an especially suitable hymn for the occasion by the pupils of the Italian Convent.

Bishop Pozzoni delivered an address on Empire Day. He said that this was a holiday established in honour of the late Queen Victoria, grandmother of our present gracious Majesty, King George V., her birthday having been the 24th May, and she was the ruler under whom the mighty British Empire, under whose protection they were living, was developed and consolidated into the form in which it flourished to-day. This was a civil festival, and they might ask him why they were keeping it with a religious celebration. It was because their holy religion taught them that Divine Providence rules and governs the universe for His own good ends, and that no civil government could hope to prosper or succeed without His aid. If then they were free and happy to-day, as they were under the protection of the British Empire, it was their duty to return thanks to Almighty God for the favours He had showered upon them thereby. It was also their further duty to implore Divine assistance for their rulers and governors that God might continue to bless, direct and prosper them.

The rendering of the National Anthem by the entire congregation of about a thousand children to the accompaniment of the Cathedral organ, at the conclusion of the Service, was particularly beautiful. There were also present at the service, besides the clergy and the staffs of the respective schools participating, Mr. T. K. O'Leary, headmaster Queen's College, and Mr. Gaston de Martin, Inspector of Schools.

After the service a photograph was taken of the assembled hundreds of school children with their teachers in front of the Cathedral main entrance.

Father's Stimulating Letter on Citizenship.
A local resident writes as follows:—

The following letter was written for my son but as it may interest other boys I am sending you a copy in case you care to publish it as "Empire Day" is being celebrated to-morrow.

My Dear Son.—This is "Empire Day" or the day which we celebrate, or keep, especially, as one to think about the Great British Empire of which you are a citizen or member. Now, it is a great thing to be a citizen of that Empire at all and particularly to be an English member of this wonderful combination of countries, for it is mainly controlled, or governed, by the English, Scotch and Irish and so, we have great responsibilities as well as great privileges. Always let it be said of you, my son, that you have been a worthy member.

The Empire stands for great ideals, or high aims, amongst which are Liberty, Justice, Freedom, Equality, Opportunity and other things. Now these may not seem at present to stand for much to you, but when you have

ST. JOSEPH'S COLLEGE.

Prizes in the Essay Competition Awarded.

The prizes offered by the St. Joseph's College Association in the essay competition on the "British Empire" for students of the Higher Classes and of the "Remove" Classes, respectively, of the College, were awarded this morning to:—
Higher Classes, J. David, E. Lambot and H. Ramjith.
Remove Classes, A. Rocha, R. Marinho and Ochoa Cham.

The papers were kindly examined by the Supervisor of English Schools, Mr. de Martin, who courteously undertook the task at the request of the Old Boys' Association.

The prizes, which took the form of eight handsome volumes of the well-known series of "Empire Builders," were presented by the Director of the College when the boys assembled at the College square this morning before the ceremony of Saluting the Flag.

The successful competitors were heartily applauded by their comrades when they advanced to receive their prizes, which were suitably inscribed. After the presentation, the students marched in single file past the College flagstaff, saluted the flag and proceeded to the Catholic Cathedral for the Commemorative Service.

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studied history you will find out what great blessings they really are. Our forefathers only obtained them and kept them after fighting against oppression for hundreds of years and it is very important for us to understand this so that we shall rightly value our inheritance, and if need be, die for it in order that we may pass it on unimpaired. Nay, we ought to do more, we must do our part to extend and add lustre to it by striving against all kinds of evil, oppression and wrong. The right way to fight against evil is to first overcome it in ourselves. There is a saying "better is he who conquers himself than takes a city" and it just means this, that many men can do mighty things, who fail to overcome the evils in themselves. You are a Christian boy and know that the right way to win the battle over yourself is to trust in God and obey His Commandments, then you will be prepared for any work in this world. He may give you to do.

Here in Hongkong a boy, or girl, must feel that he, or she, is something of an Empire-builder and I want you, and your little sister when she is old enough to understand, to build well. To do this we must not make money, or self, our first aim, but we must think of others for our great example. "Himself, came not to be ministered unto but to minister."

Your loving FATHER.

Standard Life Assurance Company.
From the report of the Standard Life Assurance Company for 1913 the following figures are obtained. During the year 4,015 Policies were issued for £2,399,015 bringing in a new premium income of £92,236. The revenue for the year was £1,698,758 and nearly £300,000 was added to the funds of the Company which now amount to £13,600,000. £31,200,000 has been paid away in claims since the Company was founded, while over £8,000,000 has been divided amongst holders of profit earning policies.

TAI ON PIRACY SEQUEL.

Police Court Case Again Remanded.

Before Mr. Melbourne, at the Police Court, this morning, Mr. Dixon, of Messrs. Wilkinson and Grist, represented a Chinese charged with being concerned in the piratical attack on the s.s. Tai On. There are four under arrest and they are charged with piracy and unlawfully setting fire to the Tai On.

Mr. King, Deputy Superintendent of Police, said that he was waiting to hear further from Macao so he would ask his Worship for a remand for another week. The case was again remanded.

LEAGUE TENNIS.

Results of Saturday's Games.

On Saturday some very interesting tennis games took place. The Olympic Club played the Club de Reuorio and won by 60 games to 39. The Y.M.C.A. competed against the Civil Service, the former winning by 51 to 48. Kowloon "A" succeeded in beating Kowloon "B" by 51 to 48.

THE "TELEGRAPH'S" ACROSTIC.

H.K.V.C. Cadet Company.

1. Esoteric
2. Miasma
3. Pyramid
4. Inga the Ring
5. Cata-Ract
6. Escape

NOTES: (3)—Billiard Table (4)—Feast of Tabernacles (5)—Cataract, blindness, a Waterfall. (6)—Without a cape.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 10.25 a.m. to-day:—10.29 a.m. Cyclone or Typhoon E. of the Visayas Islands, moving W. or W.N.W.

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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, MONDAY, MAY 25, 1914

SPORT AMONGST CHINESE

Chinese Athletic Association
Proposed for Hongkong.

(SPECIAL ARTICLE.)
A more than usually interesting item of information appeared in the *Telegraph* the other evening. It stated that the first lawn tennis championship of China, confined exclusively to Chinese players, is shortly to be decided in Peking and that two players from Hongkong are to enter. This is a most significant move and should not be passed over without comment. One may mention a rumour here which came to one's ears the other day, that there is proposed to be formed in Hongkong a Chinese Athletic Association. It may come to nothing, of course, though it is to be hoped that it will come to something very definite and active and useful, but, even if the project is not carried out at this time, the bare fact that it has been proposed is a big stride. It proves that Young China, under European influence, is learning rapidly.

If such an association as is proposed should be formed, athletics amongst young Chinese should advance rapidly. Even as matters stand the number of those who take an interest in sport of various kinds is larger than is generally supposed. But the best cannot be extracted from young sportsmen except there is some guiding and controlling and advisory body. This will best be seen by glancing for a moment at the state of matters in Britain. There athletics have reached a high state of excellence; there is a strong and active controlling body in the Amateur Athletic Association; yet, in order that British athletes should do better at the next Olympic Games there was a movement, some time ago, in favour of having a body specially for the guidance and supervision of likely Olympic candidates. If that is necessary in a country where athletics are anything but backward, it is even more necessary amongst Chinese with whom sport is still in its infancy.

One may be permitted to point out how necessary it is, if the proposal comes to anything, to have the officers of the association chosen with every care. On them rests a tremendous responsibility—the cultivation of sporting excellence and a sporting spirit amongst their compatriots. I stress the words sporting spirit because the growth of that should be the first and chief aim of such a body as is proposed. To make clever athletes is to do admirable work, but to make clean, honest sportsmen who make up in this direction what they lack, perhaps, in speed or strength is to do an even greater work. One may be permitted to suggest that, if it is intended to have the Association purely and exclusively Chinese—and it would be better so—it would be well to have a European adviser or two to whom the committee could turn when they were in a difficulty. These need in no way be actively identified in the actual work of the association, nor need they assist in its direction at all except to give advice when it is asked. I fancy there should be one or two men in the Colony with sufficient knowledge of sport and sufficient interest in the new movement to give it a helping hand. In any case, one hopes shortly to hear that it has actually come to a head and is on its way to success.

Seaman's Death.

The flag of the s.s. Empress of Japan was flying half mast this morning on account of the death of an able-bodied seaman named MacDonald, who had been ill for some time past. The funeral takes place this afternoon.

THE DOCKS AT CALCUTTA.

Extensive Improvements
Proposed.

Towards the close of last year the Bengal Government referred to a special committee, with Sir William Duke as president, questions arising from the congestion of the Calcutta jetties, owing to insufficient accommodation and the absence of adequate transport facilities for the growing volume of trade. The committee was directed to investigate the present and future requirements of the trade; and to determine the extent to which the various transport agencies should provide new works and other facilities in order that those requirements might be fully met.

The report of the committee has now been issued and recommends improvements involving an estimated outlay of some £3,000,000, apart from subsequent developments. The committee is forced to the conclusion that the situation will not be met by merely improving the existing dock and jetty systems. It recommends, therefore, that provision should be made for extensions in the neighbourhood of the docks. The general lay-out of a scheme prepared by the Port Commissioners is approved, and it is recommended that the first portion of this scheme—the construction of a riverside berth at Garden Reach, the entrance to the projected new dock system, and new dock junction railway, yard and connected works—should be taken in hand forthwith. The suggestion for the transfer of the coal export trade to the west bank of the River Hooghly is rejected. The Kidderpore salt godhans may be closed on completion of the extensions now in progress at Salkes.

The construction of a second railway bridge over the Hooghly will undoubtedly be necessary, but the requirements of the trade of the port will be met if the bridge is opened for traffic eight years hence, and it forms no part of the immediately estimated cost of the new facilities.

While not professing to present an expert view on the question of river approaches, the report shows that the prosperity of the port will be largely dependent on its capacity to receive vessels of the size and draught which can navigate the Suez Canal. This will involve a very considerable advance in the measure of improvement in the river approaches hitherto obtained. The interests involved are of such magnitude, and in particular the capital sunk in the port will be so much increased by the recommended dock extension, that it would be unwise to rest satisfied with a more or less empirical system of dredging as the sole means of river improvement. But the physical and economic aspects of such improvement are surrounded with problems of a very complex character, which can only be determined by a consensus of the expert opinion available. Believing that the great difficulties of the Hooghly River are within the scope of modern river engineering, and that they only require to be investigated in order to be satisfactorily treated on the best and most economical lines, the committee urges that the whole question should be investigated and decided on at an early date.

Latest Advertisements.

The Naval Yard is advertising for the supply of skilled labour. —Page 5.
The goodwill and business of the firm of Arthur Nilsson and Co. has been acquired by A.B. the Swedish Trading Company in China, Ltd. —Page 5.
A.B. the Swedish Trading Company in China, Ltd., have removed their offices from Queen's Building to York Building. —Page 5.

PADDLE OR TURBINE?

Vitality of the old Type.

A vessel which is being built by Messrs. A. and J. Inglis, of Pointhouse, will inaugurate a rather interesting experiment which is to be made by the Liverpool and North Wales Steamship Company. This company have a number of paddle steamers on the service between Liverpool, Llandudno, and Menai Bridge, and one of these was sold about a year ago to the Hamburg Amerika Line for tender service at Southampton. To replace this vessel Messrs. Inglis are building the St. Seiriol, which will be propelled by Parsons turbines transmitting their power through mechanical gearing. The St. Seiriol will be 240ft. in length, with engines of 2,000 h.p., a speed of 18 knots, and accommodation for 1,000 passengers. The performances of the new vessel should be specially interesting, as she will have to run in cooperation with paddle boats, the merits of which, for services where numerous calls are necessary and frequent manoeuvring required, are admitted by all owners of passenger Channel steamers. They are better than ordinary turbines, but it has not yet been proved that they are better than geared turbines.

That paddle steamers have not yet been superseded for Channel services is proved by the fact that old-established companies continue to have them built. There was an interesting coincidence in the middle of the month, when Messrs. P. and A. Campbell, of Bristol, had launched for them at Troon a new paddle-steamer for their service between Bristol, Newport, and Ilfracombe, exactly half a century after—almost a day—a paddle-steamer was launched for them at Glasgow for service on the Clyde. As if it were to make the coincidence more noticeable, the report of the launch appeared in one of the Glasgow papers on the same morning as that of the launch of the other vessel: the latter given—by mere chance—as a "Fifty Years Ago" extract from the files. The first vessel was the well-known Clyde steamer Vivid, 100ft. in length; and the second the Glen Uak, 224ft. in length. In each case the propelling machinery consists of paddle engines, a type which has been standardized for many years; so that the firm evidently believe in this method of propulsion—for their particular service—quite as much as ever they did.

Plague Prayer.

Yesterday in John's Cathedral the special prayer was offered, which is provided for use "in the time of any common plague or sickness."

Silk Cargo.

The cargo of raw silk shipped on board the s.s. Atlantique which left this port on April 21 was delivered at Lyons on the 22nd instant.

Dr. Aubrey in Hospital.

We regret to learn that Dr. Aubrey has had to go into the Peak Hospital. For some days past he has been unwell but the diagnosis of his complaint will not be completed for a day or so.

Aboard the Mekong.

Mr. and Mrs. Bolles, Miss Bolles, Dr. J. W. Noble, Messrs. Carleton (U. S. Consul) Lowder, Dowley, May and J. Lambert (Lloyd's Surveyors) were entertained on board the Duc de Montpensier's yacht Mekong, on Saturday. Trips were made in the fast motor boat, which is capable of 34 knots. On Sunday Sir Paul and Lady Chater were entertained, whilst the French consul and family visited the yacht this afternoon.

FOR CRICKETERS.

The Batsman as I See Him, by
S. F. Barnes.

As I sit down to write of the faults sometimes met with in batsmen, I wonder if it will be considered necessary for me to justify the choice of subject. Somebody may be inclined to point out that I have more of a reputation as a bowler than as a batsman. That may be true, but the fact does not seem to me a fatal objection. It must be remembered that, of all people, the bowler is in the very best position for noting the mistakes made by batsmen in general. He studies their weaknesses, for it is to his advantage that he should know the kind of deliveries which are most likely to catch them napping. He sees their faults and plays up to those faults as hard as he can—that is the way he does his share towards winning matches for his side. So that is my excuse for writing of mistakes of batsmen, and if you wish we will call it mistakes of batsmen, as seen by the bowler.

Watching the Ball.
In the first place I think perhaps the most common mistake of all which batsmen in the early stages of their career make, is not properly watching the ball. They do not keep their eyes on it the whole of the time after it leaves the bowler's hand. When it is coming through the air they sort of make up their minds just what kind of delivery it is going to be, and decide their stroke accordingly, without keeping a watchful eye for the effect of any twist or break which the bowler may have imparted.

Most people have heard of the "blind spot" to a batsman, and it is this blind spot which the bowler likes to find; but there is no reason why every ball should be made into a blind spot sort of ball for the batsman, and that is what it becomes with the players who do not watch carefully the flight of the ball. They see it coming, and just jab and trust to luck. Now there should be little of this trust-to-luck business about cricket, although I must admit that on some sorts of wickets—when the ball will not do anything you want it to, there is little else for the bowler to do except just send them down and hope the batsman will get himself out.

Watch the ball from the pitch, and watch the bowler closely too. These are fine mottoes for the batsman. By the latter bit of advice I do not suggest that any batsman, whether young or old, would be looking somewhere else when the bowler was in the act of sending the ball down. But watching the bowler means much more than looking in his direction. It means watching for the change of delivery—whether the ball is to be a bit faster or slower than the one which preceded it—whether the twist is being greater or less.

Secret of the Googlie.

Of course many bowlers are clever enough to disguise any change which they may contemplate, but on the other hand, there are changes made which the batsman could plainly see. After all, one of the great secrets—in fact I might almost say the only secret—of the success of the googlie bowlers is that they are able to change the style of their delivery without letting the batsman into the secret of whether it is going to be an off break or a leg break, unless they are watched very closely indeed. But even with the googlie man the batsman is able to distinguish the difference if he gives his whole attention to the bowler.

Again this close observation is useful and necessary in other directions. Many a batsman, for instance, has been caught out because he did not realise that the field had been changed—he had taken the situation of the fielders for granted. These then

ANGLO AMERICAN RELAY RACE.

Great British Victory.

New York, April 26.
The first international Relay Race in the history of American college athletics ended yesterday in the victory of the Oxford University team after a most exciting finish.

The struggle was witnessed by 25,000 men and women, who defied the rain, and at the close rose in soaked garments to cheer what they all believed to be an American triumph.

A. N. S. Jackson, the Oxford captain, although he ran magnificently, was not quite himself. He started in the last relay 12 yards behind McCurdy, of the University of Pennsylvania, but with long, sweeping strides he caught his opponent in the first furlong, and after that the two men ran shoulder to shoulder.

In the last lap Jackson went outside and came down the home stretch a yard ahead, when suddenly McCurdy seemed to leap ahead and the race ended amid the wildest applause and cries of "McCurdy, McCurdy." The latter's final, desperate spurt had carried him, after the tape had been passed, two yards beyond the Englishman. But there was no doubt in the judges' minds; by the narrowest margin, less than a foot, Jackson had won. The Oxford man was quite exhausted by his effort.

In the first relay G.M. Sproule took the lead for Oxford, but lost it, first to Souder, of Cornell, and then to Entwistle, of Pennsylvania State. Finally, Bacon, of Pennsylvania University, forged ahead, but Sproule pluckily recovered and was only five yards behind. The second relay was between Langer, of Pennsylvania University, and D. N. Gausson, of Oxford, Cornell being hopelessly in the rear. N. S. Taber, for Oxford, got away first in the third relay and maintained a furious pace until the third quarter, when Madeira rushed ahead and handed the baton to McCurdy, who started 12 yards in front of Jackson. The four miles were completed in 18min. 5sec.—*The Times*.

are the things to look out for—any change which may be detected in the delivery of the ball and any change in the field.

A Fatal Fault.

Sometimes when I have taken a 'batsman's holiday' and watched some young players at cricket I have been struck with the number of times when it is plainly obvious that the batsman has made up his mind just what to do with the ball without seeing what kind of a delivery it was. And although this fault is mostly seen when watching the young batsman, it is by no means unknown among those of 'wider experience.' If he does not watch well there is trouble in store.

The ball which comes down he imagines is an off break, but it is nothing of the kind, and when he has lost his wicket he may have learned wisdom.

I know there is a temptation for the batsman to do this, and if I may make a confession I have more than once lost my wicket in this way myself. This is how it happens. You have been doing nothing with the bowling perhaps—just being content to stop ball after ball, simply because it has not been the sort of bowling from which runs could be scored easily. At last you have tired of this inactivity, and you say to yourself: "Well, here goes, I am going to score off the next one—knock it out of the field." Now as likely as not it has been a ball which was less adapted for knocking out of the field than any you have had in the course of your innings and that delivery has been the downfall of the batsman.

THE NEW BAROMETER.

Important Alterations.

May 1, was the date fixed by the International Meteorological Committee for the introduction of a number of important changes in the meteorological telegraphic code which were approved at a meeting of the Committee in Rome last year. On the same date corresponding changes were made in the daily weather service in England.

The most important change was the adoption of absolute units for barometric pressure in the Daily Weather Report, in place of mercury inches.

The absolute unit of pressure, on the Centimetre-Gramme-second system is the dyne per square centimetre. As this unit is exceedingly small a practical unit one million times as great has been suggested. This unit, the megadyne per square centimetre, is called a "bar." In the Daily Weather Report the centibar and the millibar, respectively the hundredth and the thousandth part of the "bar," are adopted as working units.

One of the principal reasons for this change is that it is a step towards the adoption of a system of units which may become common to all nations. The chief practical consideration is a nearer approach to accuracy. The new graduation does away with the complications of the conventional vernier scale in use on barometers graduated in inches. Consequently the risk of errors of observation is reduced, and it is expected that what is known as the 5,000th of an inch "trap" will be eliminated.

The rapid development of flying makes it impossible to draw a line between the academic study of the meteorology of the upper air and the practical meteorology of the Daily Weather Report. The use of two systems of units, one for observations made at the surface and the other for observations taken at higher levels, could only retard progress. As a further step in the direction of international uniformity, all rainfall data are now published in the Daily Weather Report in millimetres instead of inches; and wind force being specified on the Beaufort scale.

In accordance with these changes absolute units for barometric values were adopted in the weather chart published in *The Times* on May 1. But at first the values of the isobars figured in both centibars and in inches; for it is evidently impossible at one operation to change all the barometers in use in the various services. The barometers issued by the Meteorological Office are being graduated in both scales.

So do not make up your mind what you are going to do with the ball until you see what kind of ball it is—that is a fatal fault. On the other hand the batsman should decide quickly once he does see what sort of a ball it is which is coming down. I once heard it said that the difference between the moderate and the brilliant batsman was the difference in the time in which he was able to sum up a delivery. This, of course, means a quick eye. The sooner the batsman can be quite sure of the coming ball, the more time will he have for making a perfect and safe stroke.

The Stand at the Wicket.
But I find I am running away with myself. Perhaps I should have commenced this article by telling about the stand at the wicket, which is, after all, a most important part of the batsman's business, and one in which it is easy to get wrong. There is, however, no hard and fast rule which can be laid down as to the holding of the bat and the position of the feet; each player must

trust his own instinct for that. I am quite certain, however, that it is not advisable for the batsman to cultivate a freak stand, if I may term it so.

Freedom of every action is the thing most to be aimed at in taking up the stand at the wicket; a stand which will enable the batsman to make all sorts of strokes, to the off or to the on with comparative ease, is the best. Many batsmen have a cramped style which absolutely bars them from making certain strokes. When the batsman has taken up his stand, he should stick to it; how very necessary such advice will be realised by all players who have seen youngsters at work with the bat.

A Golden Rule.

One of the biggest mistakes which is made by young batsmen is to move away from the ball. You will see the straight or nearly straight delivery coming down and the right leg—of the right-handed batsman of course—will be immediately drawn away from the wicket. This means in the first place that it is well nigh impossible to play with a straight bat when the ball reaches the batsman, and, moreover, that he is more or less off his balance.

As a very first rule of batting it might be laid down that the right leg should never be moved in the direction of the umpire at your end of the pitch. The batsman may move it across the other way in making a late cut or he may bring it forward when he jumps out to drive, but it is an error to get into the habit of moving it away from the wicket. The batsman must remember, too, that so long as he keeps that right leg in its place he is not going to be stumped out, but that when he lifts it up there is always that possibility—provided of course, that he misses the ball.

Above I used the words "straight bat," and that reminds me that another golden rule of the game is to play as many strokes as possible with the bat straight and with the handle pushed forward. When the bat is placed across the wicket it is less of a guard, and when the bottom of the bat is pushed out further than the top to meet the oncoming ball it means that as likely as not the last stroke will send the ball in the air.

Getting Runs.

Running between the wickets is another important phase of the game which batsmen, young and old, overlook. They should learn that when the ball is played behind the wicket it is their partner's call—not waste time turning round to look where the ball has gone.

The possibilities in the direction of studying and understanding your partner in this matter of running between the wickets can well be appreciated by watching Rhodes and Hobbs—the two men who have done such great deeds opening the innings for England. The understanding between them is perfect, and the result is they get many more runs than they would if they had not complete confidence in each other. I have seen them make runs-time after time from strokes which other batsmen would have allowed to pass unprofitable, and only once have I seen either of them run out in attempting short runs.

There are many other points which I could mention in regard to this matter of faults in batsmen, but my space is gone. With my last word I should like to say that in my opinion it is a fault in a batsman to imagine he knows all there is to know about the game. As a matter of fact he should be for ever learning—perfecting the strokes he already knows, and ever on the look-out to acquire new ones. One of the beauties of the game of cricket is that one can always be learning something new, connected with it. This applies to every department of the game.—*Globe*.

FAR EASTERN NAVAL SQUADRONS.

HIS-BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Albatross	Despatch-boat	1,700	12	2,000	Comdr. A. Cochran	Cruising
Albatross	Admiralty tug	710	2	900	Master V. West	Hongkong
Albatross	Gunboat	710	2	900	Lt. Com. V. R. Brandon	Hongkong
Albatross	Gunboat	710	2	900	Lt. Com. V. R. Brandon	Yangtze
Albatross	British sloop	1,070	5	1,400	Comdr. H. Williams	Shanghai
Albatross	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Albatross	T. B. Destroyer	580	—	7,550	Lt. Com. H. T. England	Hongkong
Albatross	British sloop	1,070	5	1,400	Comdr. Mackenzie, D.S.O.	Penang
Albatross	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Albatross	Torpedo boat destroyer	590	—	—	Lt. Com. G. A. Mullock	Hongkong
Albatross	River gunboat	618	4	1,200	Lt. Com. H. Marryatt	Yangtze
Albatross	Torpedo boat destroyer	590	—	—	Lt. Com. B. D. Whitham	Hongkong
Albatross	Surveying ship	1,040	—	—	Lt. Com. C. J. J. Gibson	Labuan
Albatross	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Albatross	River gunboat	180	2	800	Lt. Com. Alan Dixon	Hongkong
Albatross	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Albatross	River gunboat	85	2	240	Lt. Com. R. M. Murray	Yangtze
Albatross	Torpedo boat destroyer	590	—	7,500	R. W. Wilkinson	Weihaiwei
Albatross	River gunboat	85	2	240	Lt. Com. R. Nash	West River
Albatross	Depot ship for Submarines	980	—	1,400	Lt. Comdr. Cromie	Canton
Albatross	River gunboat	85	2	240	Lt. Com. I. S. Hutton	West River
Albatross	River gunboat	85	2	240	Lt. Com. Maurice Leslie	Yangtze
Albatross	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Albatross	River gunboat	180	2	800	Lt. C. Hon. Guy Stepford	Yangtze
Albatross	River gunboat	710	2	900	Lt. C. H. R. N. Cottrell	Dormer Swatow
Albatross	Gunboat	11,915	—	12,500	Capt. P. Streetfield	Hongkong
Albatross	Receiving Ship	590	—	7,500	Comdr. Anstruther	Hongkong
Albatross	Torpedo boat destroyer	355	6	6,300	Lt. Comdr. Maxwell	Weihaiwei
Albatross	Torpedo boat destroyer	590	—	7,500	Lt. Com. H. D. Adair	Weihaiwei
Albatross	Torpedo boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Albatross	Torpedo boat destroyer	360	6	5,000	Lt. Com. R. Neville	Weihaiwei
Albatross	Gunboat	195	2	800	Lt. Comdr. J. C. Borrett	Yangtze
Albatross	Gunboat	150	2	500	Lt. Com. M. B. Blackwood	Yangtze
Albatross	Gunboat	150	2	500	Lt. Comdr. Lloyd	Yangtze
Albatross	O. 38	—	—	—	Lt. Com. Pope	Hongkong
Albatross	O. 37	—	—	—	Lt. Com. McGillivray	Hongkong
Albatross	O. 38	—	—	—	Lt. Com. J. Gaimies	Hongkong
Albatross	T.B. 035	—	—	—	Lt. Com. Handley	West River
Albatross	T.B. 036	—	—	—	Lt. Com. T. Burton	Hongkong
Albatross	T.B. 037	—	—	—	Lt. Com. Nicol	West River
Albatross	T.B. 038	—	—	—	Lt. Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kléber	Armoured cruiser	9,700	12	19,000	Capt. Gourts	Hongkong
Dédée	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jerville	Canton
Felice	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Duteemps	Tohong-kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Lynx	Submarine	—	—	—	Lieut. Bolin	Saigon
Protée	Submarine	—	—	—	Lieut. Guillaume-Louis	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Aurillac	Saigon
Fronde	Destroyer	350	7	303	Capt. de Frigate Ronisien	Saigon
d'Iberville	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Pistolet	Destroyer	307	6	300	Com. Voisin	Saigon
Mousquet	Destroyer	1,625	10	9,000	Com. Voisin	Saigon
Manche	Surveying ship	—	—	—	Com. Voisin	Saigon
* Flagship of Comdr. Boucicaut, Commanding the local defence Indo-China.						

German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Uhlensau	Armoured cruiser	11,900	36	26,000	Captain Bruninghaus	Tsingtau
Illia	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Liebs	Gunboat	900	10	1,350	Comdr. Thierchen	Hankow
Kurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Fille	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo boat	280	4	6,000	Oblt. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	600	Oblt. z. S. Dressler	Yangtze

Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macedo	Gunboat	—	—	—	Capt. Martins	Macao
Patric	Gunboat	700	—	—	Capt. Luiz A. de Magalhães	Correa Mao

UNITED STATES VESSELS.

United States Vessels.						
A-2	Submarine	—	—	—	Ensign G. Bradford	Oayite
A-4	Submarine	—	—	—	Ensign J. R. Mann	Oayite
A-6	Submarine	—	—	—	Ensign H. L. Bahel Daffier	Oayite
A-7	Submarine	—	—	—	Ensign R. I. Wood	Oayite
Albatross	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Albatross	Torpedo boat des.	420	7	8,000	Lieut. R. A. Spruance	Oayite
Albatross	Torpedo boat des.	420	7	8,000	Lieut. C. S. Keller	Oayite
Albatross	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Albatross	Torpedo boat destroyer	420	7	8,000	Lt. J. O. Gennings	Oayite
Albatross	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Albatross	Torpedo boat destroyer	420	7	8,000	Lt. V. K. Colman	Oayite
Albatross	Torpedo boat destroyer	420	7	8,000	Lt. E. Durr	Oayite
Albatross	Gunboat	280	4	6,000	Lt. Com. V. S. Gannon	Shanghai
Albatross	Gunboat	1,392	8	1,983	Com. G. R. Marvell	Shanghai
Albatross	Station ship	1,900	8	1,100	Lieut. V. R. Lowe	Oayite
Albatross	Monitor	3,900	8	3,000	Lt. Y. Rorschach	Olongap
Albatross	Monitor	4,084	4	5,277	Ensign P. J. Peyton	Oay Canton
Albatross	Sea going tug	3,085	—	—	Lt. Com. U. W. Coles	Canton
Albatross	Repair ship	—	—	—	Com. P. Babia	Hongkong
Albatross	Repair ship	—	—	—	J. H. Dayton	Shanghai
Albatross	Cruiser	—	—	—	Com. R. H. Leigh	"
Albatross	Cruiser	—	—	—	Lt. G. W. Heine	"

MARKET PRICES.

Hongkong, May, 18, 1914.

BUTCHER MEAT.

Butcher Meat	Unit	Price
Beef Sirloin & Prime Cut, Mei Lung Pa	lb.	10
" Corned, Ham, gau Yuk	"	18
" Roast, Shiu	"	19
" Breast, Ngau Lam	"	14
" Soup, Tong Yuk	"	15
" Steak, Ngau Yuk Pa	"	10
" do, Sirloin Ngau Lan	"	30
" Sausages, Ngau Chong	"	20
Bullock's Brains, Know	per set	10
" Tongue fresh, Ngali	each	60
" corned, Ham Ngau Li	"	80
" Head, Ngau Tan	"	14
" Heart, Ngau Sun	"	10
" Hump, Salt, Ngau Kin	"	18
" Feet, Ngau Kaski	"	10
" Kidneys, Ngau Y	"	10
" Tail, Ngau Mei	"	18
" Liver, Ngau Kon	lb.	14
" Tripe (undressed), Ngau To	set	8
Calves' Head & Feet, Ngau-chai-lau Kark	set	1
Mutton Chop, Yeung Poi Kwat	lb.	25
" Leg, Yeung Poi	"	25
" Shoulder, Yeung Shau	"	24
Pigs Chittlings, Chu Chong	per set	27
" Brains, Chu Know	"	12
" Feet, Chu Kark	lb.	2
" Fry, Chu Ohak	"	10
" Head, Chu Tau	"	3
" Heart, Chu Sun	"	18
" Kidneys, Chu Yiu	pair	10
" Liver, Chu Con	lb.	8
Pork Chop, Chu Pai Kwat	"	24
" Corned, Ham Chu Yuk	"	23
" Leg, Chu Pa	"	27
" Fat or Lard, Chu Yau	"	24
Sheep Head and Feet, Yeung Tau Kark	set	70
" Heart, Yeung Sun	each	7
" Kidneys, Yeung Yiu	"	10
" Liver, Yeung Con	lb.	25
Sucking Pigs To Order, Chu Cha	"	22
Suet, Beef, Sang Ngau Yau	"	18
" Mutton, Sang Yeung Yau	"	24
" Veal, Ngau Chai Yuk	"	19
" Sausages, Ngau Chai Chong	"	20

肉食

Meat	Unit	Price
Shate-Maukuan Y	9141	左
Salmor-PS	8	
SaoYark-Yu	8	
Shrimps, Ha	24	
Snapper, Lap Yu	20	
Soles, Tai Sa Yu	16	
Tench, Wan Yu	10	
Turbot, Cho How Yu	25	
Turtles, small, fresh water, Kork Yu	16	
White Bait, Ngau Yu Chai	10	

FRUITS.

菓子

Fruits	Unit	Price
Almonds, Hung Yau	lb.	35
Apples (California), Kum San Ping Kho	each	18
" (Chetoo), Tin Ohun Ping Kho	"	18
" Small, Hoi Tong	"	18
" Custard, Fan Lai Chi	"	18
Bananas, fragrant, Canton, San Shing Heung Chai	lb.	15
" (brides), Macao, San Heung Chai	"	15
Chestnuts, Chinese, Foong Lut	each	15
Carambola, Yeung Tuo	"	15
Cocconuts, Yeh Tse	each	12
Lemons, China, Ning Moong	lb.	30
" America, Kum San Ning Moong	"	30
Lichees Dried, Lai Chi, small Stone	each	18
" Fresh	"	18
Limes (Saigon), Sai Kung Ning Moong	each	18
Mango, Manila, Lai Sung Moong	"	18
Mangosteens, San Chuk Lee	each	18
Oranges, (Canton), San Shing Tim Ching	each	18
" Sweet	"	18
Pears, (American), San Shoo Lay	each	18
" (Canton), Cookin, Sa Lay	"	12
Peanuts, Fa Sang	"	12
Perseimons Large, Hung Chie	"	12
Pine-apples, 1st quality, Poon Ti Paw Law	each	12
" 2nd, Chung-tang Law	"	12
Plantain, Tai Chou	each	12
Plums, Swatow, Hung Lai	"	12
Pumelo, Siam, Chimi Lo Yan	"	12
" Shanghai, Lo Kwat	"	12
Walnuts, Hop Tuo	"	12
" Green, Sang Hop Tuo	"	12
Water Melon, (Am.) Kom San Sai	each	12
" (China) Bai Kwa	"	12
Grapes, Sang Po Tai Tse	"	12

POULTRY.

Poultry	Unit	Price
Duck, Kai Chai	lb.	30
Opeons, Large, Small, Sin Kai	"	30
Chicks, Ap	"	24
Doves, Pan Kau	each	18
Eggs, Hen, Kai Tan	per doz	20
Fowls, Canton, Kai	lb.	34
" Hainan, Hoi Nam Kai	"	30
Trees, Ngai	"	24
Trees, Wild, Shai, Shang-ho Yea Ngai	"	—
Musk Deer, Wong Keng	each	—
Hare, Shanghai, Tu Chai	"	—
Partridge, Ohe Khoo	"	—
Pheasant, Shan Kai	pair	—
Pigeons, Canton, Pak Kap	each	30
" Hoihow, Hoi How Pak Kap	"	—
Quail, Um Ohun	"	24
Rice Birds, Wo Fa Chai	dozen	—
Snipe, Sa Choy	each	20
Turkeys, Cook, Phor Kai Kung	lb.	55
" Hen, Na	"	44
Wild Ducks, Shai, Shang-hoi Sai Ap	"	—
" 1, Sai Ap Chai	"	—
" d Ducks, Canton, Sang Shing Sai Ap	"	—

海味

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-hoi Ah Chai	lb.	8	洋蔥
Beans, (French), Macao, —Oh Mou Pin Tan	each	10	荷蘭豆
" (French) Shanghai, —Sheung Hai, Pin	"	8	荷蘭豆
" Tau	"	8	荷蘭豆
" Sprout, —Ah Cho	"	8	荷蘭豆
" Long, —Tau Ko	"	8	荷蘭豆
Beet Root, —Hung Chai Tau	each	8	紅菜頭
Brinjals, Green, —Ching Yuen	"	0	青茄
" Red, —Hung Ker	"	10	紅茄
Cabbage, Chinese, com, —Kai Choy	"	10	白菜
Cabbage Red, —Hung Yea Choy	"	10	紅菜頭
Cabbage, Shanghai, —Yeh Chai	"	10	紅菜頭
Cane Shoots, bunch, —Kan Shun	lb.	12	蔗
Cauliflower, Large size, —Tai Yeh Cho Fa	each	18	大花椰菜
" Medium size, —Chung Yeh Cho Fa	"	18	中花椰菜
" Small size, —Sai Yen Chai Fa	"	18	小花椰菜
Carrots, —Kam Shun	lb.	6	金條
Celery, Chinese, —Tong Kan Chai	"	10	荷蘭豆
" English, —Yeung Kan Chai	"	5	荷蘭豆
Chillies Dried, —Gon Lat Chiu	"	20	紅乾
" Red, —Hung Fat Chiu	"	18	紅乾
" Green, —Ching Lat Chiu	"	12	紅乾
Curry Stuff, English, —Kar Lee Chai Liu	"	10	紅乾
Cucumbers, —Ching Kwa	"	8	青瓜
Bitter Squash, —Fu Kwa	"	10	苦瓜
Garlic, —Qie Tau	"	8	蒜
Ginger, young, —Sun Tse Keung	"	10	鮮薑
" old, —Lo Keung	"	10	老薑
Horse Radish, Shanghai, —Lik Kan	"	18	力根
Indian Corn, —Suk Mai	each	5	粟米
Lettuce, —Yeung Sang Chai	"	1	洋生菜
Water Chestnuts, —Ma Tai	lb.	8	馬蹄
" Mandarin, —Kwai Lum Ma Tai	"	8	桂林馬蹄
Mushrooms, Fresh, —Sang Cho Koo	"	30	生草菇
Musk Melon, Amer, —Kam-san Hong Kwai	each	10	金山
Okroos, —	lb.	12	生草菇
Onions Bombay, —Yeung Chong Tau	"	8	生草菇
" Greek, —Sang Chong	"	8	生草菇
" Shanghai, —Shang-hoi Chong Tau	"	8	生草菇
Papaya, 1st qual, —Tai Man Sau Kwa	each	10	大青木瓜
" 2nd, —Chung	"	8	小青木瓜
Parley, —Kun Cho	"	8	荷蘭豆
Green Peas, —Ching Tau	lb.	8	荷蘭豆
Potatoes, Sweet, —Fan Shu	"	10	荷蘭豆
" Shanghai, —Shang-hoi Shu Tau	"	10	荷蘭豆
" Japan, —Yut Poon Shu Tau	"	10	荷蘭豆
" American, —Fa Ki Shu Tau	"	10	荷蘭豆
" Foochow, —Foc-chow Shu Tau	"	8	荷蘭豆
Pumpkin, —Tong Kwa	"	8	南瓜
Radish, —Hung Lo Pak Tai	"	5	紅菜頭
Rhubarb (Fresh), —Tai Wong	"	12	大黃
" Squash, —Tse So	"	12	大黃
Shallots, —Gon Chong Tau	"	6	蔥
Spinach, —Yin Chai	"	8	菠菜
Tomatoes, —Tan Ker	"	8	番茄
" Wau, —Wu Tau	"	8	番茄
Turnips, Fanti, (Long), —Lo Pak	"	8	荷蘭豆
" English, —Yeung Lo Pak	"	2	荷蘭豆
Vegetable Marrow, —Chit Kwa	"	15	荷蘭豆
" (American), —Kam-san Chit Kwa	"	8	荷蘭豆
Water Cress, —Sai Yeung Cho	"	10	荷蘭豆
" Lily root, —Liu Ngau	"	10	荷蘭豆
Yams, —Ta Shu	"	8	荷蘭豆

The prices necessarily vary from day to day, and the Board has no power to compel stallholders to sell at the prices quoted.

HONGKONG POST OFFICE

New Regulations Regarding Registration.

The following regulations have been made by the Governor under Section 11 of the Post Office Ordinance 1900:

Registration and Compensation, Delivery of Registered Correspondence, Parcels &c.

The ordinary registration fee for each local letter or other packet shall be 10 cents.

Every description of paid correspondence may be registered, except such as is addressed in pencil, or is addressed to initials or fictitious names, or is not properly fastened and secured.

The sender of any registered article may obtain an acknowledgment of its delivery to the addressee by paying in advance at the time of posting a fee of 10 cents in addition to the postage and registration fee. The sender must enter in the form provided for the purpose both his own name and address and the name and address of the person to whom the packet is sent, and he must also affix to the form a stamp or stamps of the value of 10 cents in payment of the fee.

Letters shall be accepted for registration at the General Post Office, at the Kowloon, Sheng Wan (Western) and Sai Ying Pun District Offices, and any other District Offices established by the Governor.

Every article to be registered must be given to an officer or agent of the Post Office and a receipt obtained for it. It must bear the name and address of the sender on the lower left-hand corner of the face of the cover.

If contrary to this regulation an article bearing the word "Registered" or any other word, phrase, or mark to the like effect, or a registration envelope intended by the sender to go forward as an ordinary letter, be dropped into a letter-box it will, if directed to any place at which delivery can be made by Hongkong or its Agencies, be compulsorily registered and charged on delivery with a registration fee of 20 cents.

All registered letters or packets on being redirected must be taken back to the Registration Department to be dealt with as registered, and must not be dropped into a letter-box as ordinary letters or packets. If brought later than the day (Sundays and public holidays not being counted) after delivery, a fresh registration fee as well as, fresh postage will be required.

The Postmaster General shall make good the value of such correspondence if lost while passing through the post, to the extent of 50 francs in certain cases, provided:

(a) That the sender duly observed all the conditions of registration.

(b) That the correspondence was secured in a reasonably strong envelope.

(c) That application was made to the Postmaster General immediately the loss was discovered, and within a year at the most from the date of posting such correspondence.

(d) That the Postmaster General is satisfied the loss occurred whilst the correspondence was in the custody of the Hongkong Postal Administration, that it was not caused by any fault on the part of the sender; by destruction by fire, or shipwreck; nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

No compensation shall be paid for mere damage to fragile articles such as portraits, watches, handily bound books, &c., which reach their destination, although in a broken or deteriorated condition, nor on account of alleged losses of the contents of registered covers which safely reached their destinations, nor on account of any article for which the addressee has signed a receipt. No claim for compensation will be admitted if made more than a year after the article was posted.

The Post Office will decline all responsibility for unregistered letters containing bank notes, or jewellery and where registration has been neglected will make enquiries into alleged losses of such letters.

Enquiries as to the disposal of a registered article shall be made

SPECIAL CABLES.

(From Our Own Correspondent).

INTERPORT GOLF.

HONGKONG WIN IN A POOR COMPETITION.

Shanghai, Received May 24. The Interport Golf contest was sensational for the poor displays given to-day.

Captain Gardner (Hongkong) was the best in the card competition, but he was 14 over "bogey."

The Kiangwan links were in fine condition following the recent heavy rains. It was a day of sunshine, but a cross wind was blowing. Hongkong failed to keep to the fairway, and it was obvious that the light puzzled them in approaching. The scores were:

Hongkong.....518.
Tientsin.....511.
Shanghai.....534.
Shanghai Juniors.....535.

Hongkong's score was made up as follows:—

Capt. Gardner.....168.
Mr. K.M. Cumming.....173.
Mr. J. Clark.....177.

Total.....518.

Mr. T.W. Hill (Hongkong), 179; and Mr. T.S. Forrest (Hongkong), 190: were counted out.

INTERPORT SHOOTING.

SINGAPORE TIES WITH SHANGHAI.

Remarkable Shooting by a Lady.

The Interport Shoot has been fired off and Singapore has made a score of 942. The weather was most brilliant and the conditions perfect for the event.

Miss Kerr, the first lady to be included in the team, was the best shot; she scored 34 at the 800 yards.

Penang fires off on Tuesday.

[The Singapore score is identical with that of Shanghai. Hongkong's total was 927. Shanghai won last year with a score of 952].

CHINA AND THE FIVE-POWER GROUP.

Country's Resources.

free of charge when the sender produces *prima facie* evidence that it has failed to reach the addressee. When, however, no such evidence is produced, a fee of 10 cents for an acknowledgment of delivery shall be required before enquiry is instituted. No fee shall be charged for enquiry when the sender has already paid for an acknowledgment of delivery.

Officers employed in the Registration Department are forbidden to address registered mail matter, to enclose it in the envelope, seal it or affix the stamps.

The Postmaster General shall detain and if necessary return to the sender all registered correspondence, parcels and other articles deliverable on a receipt which he is unable to deliver owing to failure on the part of the addressee to establish his identity to the satisfaction of the Postmaster General in accordance with the following Rules:—

(a) The signature of the addressee shall be accepted by the Postmaster General and delivery effected thereon if he is satisfied that it sufficiently establishes the addressee's identity, but any further proof of identity or any guarantee such as a chop of a firm of standing known to the Postmaster General required by the Postmaster General shall be produced if necessary to his satisfaction.

(b) A Register of Signatures shall be kept at the General Post Office where any person may register his signature on payment of a fee of \$10 per annum when personal delivery will be made on such signature at the General Post Office.

Singapore's New Hall. Sir John Anderson, G.O.M.G., Permanent Under-Secretary of State for the Colonies, has joined the London Committee for the erection of the New Hall for Singapore.

Chief Officer's Death. The death has occurred in the General Hospital, Singapore, of Mr. H. Cobb, late chief officer of the Zeeana, from dropsy. Mr. Cobb has been for many years in the Straits, in various responsible positions in the mercantile marine. He was an excellent chess player. The Straits Merchant Service Guild, of which the late officer was a member, sent a wreath to the funeral and Mrs. M. Cobb and Mrs. Darke attended as representatives of the Committee.

It is clearly to the interest of China's creditors (and it must not be forgotten that there are some forty millions of British capital now invested in that country) that Yuan Shi-Kai, at present the only man able to control the situation, should promptly receive the financial support he so urgently needs.

It is equally clear that the bankers connected with the Five Power Group must be the medium through which the funds are to be obtained. But there is still the question of what security the Chinese Government has left to offer for the money. This must be of a much more substantial nature than a problematical surplus over Sir Richard Dane's estimate of the yield of the Salt Gabelle for 1914 (roughly, \$2,500,000), or an estimated increase in the Customs Revenue if, and when, the Chinese Government are allowed to increase the import duties.

It is rather to the development of the great mineral wealth of China that financiers and investors must look for their security, and although there has always been a good deal of loose talk concerning this wealth in the Press and elsewhere, there are few who really know the vast possibilities of the hitherto only scratched at mines of China. It is very advisable, therefore, that before these valuable assets are flung away for a mere fraction of their value, the terms of the Loan should include an agreement for an extensive reorganisation of the entire system upon which they are worked, European supervision, the employment of capable mining experts, and up-to-date machinery which would enable these mines to be worked up to their fullest extent, should be insisted on with at least sufficient financial control to ensure honest administration.

Unworked Mines. A commencement should be made with the copper and tin mines, which at present are considered to be merely the profitable perquisites of officialdom rather than most valuable national assets. They are, in fact, almost taxed out of existence, for instance, paying in taxes and charges \$30 per ton, plus a "squeeze," value unknown. While the copper deposits in Yunnan are believed to be the largest in the world (of which

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED A

NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter in the Colony.

too, it is said that the silver in them would pay handsomely for working), they now merely supply copper for the coinage needs of Peking and elsewhere. These mines, too, are actually starved to the extent of lack of even a sufficiency of the most simple tools to work them! Little wonder that the annual revenue derived from their output is returned at the absurd figure of £10,000!

But if we turn from the prospects of investors in Chinese securities to those of British finance and enterprise, there we find that if these are to recover the importance which up to recent years they have always maintained, it must be through our bankers, contractors, and merchants' prompt and energetic action.

Native Co-operation.

As to any lingering feeling of hostility to foreign enterprises, some of the most solid men in Southern China, backed by numerous wealthy native firms of high standing in Canton, Hongkong, Singapore, and elsewhere, are about to negotiate for financial co-operation in London in order to secure some of the profitable undertakings for which there is now so good an opportunity. This would be highly desirable if only because it would put an end to the practice of German, Japanese, and other foreign firms borrowing money at a moderate rate in London, to lend at a very high one in China in order to obtain concessions in return, which, otherwise, would have been given to our countrymen there.

Finally, the Chairman of the Hongkong and Shanghai Banking Corporation in Hongkong has made the welcome announcement that the questions of currency reform, the payment of short term foreign loans now overdue, and the redemption of paper money has been under the consideration of the Five Power Group, which had prepared a scheme which it was hoped would furnish an effectual solution of those pressing problems. With regard to the Banking Corporation claim for compensation for losses during the revolution of 1911, the Hongkong and Shanghai Banking Corporation has set a good example to the foreign banks by only claiming about £3,000, while the demands of the latter amount to nearly £100,000. Whether it is possible to wring such an extortionate amount from China in her present state is another matter.—*The Globe*.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C.P.R. s.s. EMPRESS OF ASIA was 1510 miles from Yokohama on the 21st inst. at midnight, is due to arrive at Yokohama on the 25th inst. and will leave Yokohama on the 26th inst. at 5 a.m.

The I.G.M. s.s. COBLENZ left Manila on Saturday at 4 p.m. and may be expected here on or about the 26th inst.

The H.A.L. s.s. ALFMAR left Shanghai on the 23rd inst. p.m. and may be expected here on or about the 26th inst. p.m.

The I.G.M. s.s. LUTZOW left Shanghai on Saturday, at noon and may be expected here on or about the 27th inst. at daylight.

The I.G.M. s.s. GOEBEN carrying the German Mails with dates from Berlin of the 29th April, left Singapore on the 23rd inst. and may be expected here on or about the 27th inst. at 4 p.m.

The H.A.L. s.s. SEGOVIA left Singapore on the 24th inst. a.m. and may be expected here on or about the 29th inst. p.m.

Today's Advertisements

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of

SHIP FITTERS.
BLACKSMITHS.
HAMMERMEN.
CARPENTERS.
CAULKERS.
PLATERS.
PLUMBERS.
PAINTERS & SCRAPER.
SHOEMAKERS OR LEATHERWORKERS.

to H.M. Naval Yard.

Forms of Tender can be obtained at CHIEF CONSTRUCTOR'S OFFICES, H.M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than noon SATURDAY, 6th JUNE 1914.

E.R. BATE, M.I.N.A. Chief Constructor.

NOTICE

NOTICE is hereby given that the business and goodwill of the Firm of Arthur Nilsson & Company carried on by Wei A. Yuk at York Building, Chater Road, Hongkong under the style or firm name of "Arthur Nilsson & Company" has this day been acquired by A.B. THE SWEDISH TRADING COMPANY in China (Limited), a company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.

Dated this 23rd day of May 1914.

A.B. THE SWEDISH TRADING CO. IN CHINA (Ltd.)
A. NILSSON,
Managing Director.

NOTICE

We have this day removed our office from Queen's Building to York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING CO. IN CHINA (Ltd.)
(Incorporated in Sweden)
A. NILSSON,
Managing Director.

Hongkong, May 23rd, 1914.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.
From EUROPE.
The Steamship

"CARNARVONSHIRE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 1st June, at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 30th instant at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case, whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 25th May, 1914.

COMFORT

IS ASSURED BY WEARING

B.V.D.

SLEEPING SUITS

SHORT SLEEVES. KNEE LENGTH

\$2.75 PER SUIT.

OBTAINABLE AT

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS

16 DES VŒUX ROAD, 16

WM. POWELL, LTD.

TEL. 346

"SAXONE"

BOOTS AND SHOES

FOR

GENTLEMEN.

(HIGH-GRADE RELIABLE FOOTWEAR)

WM. POWELL, LTD. Sole Agents SAXONE SHOE CO., LTD.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNHILL STREET.

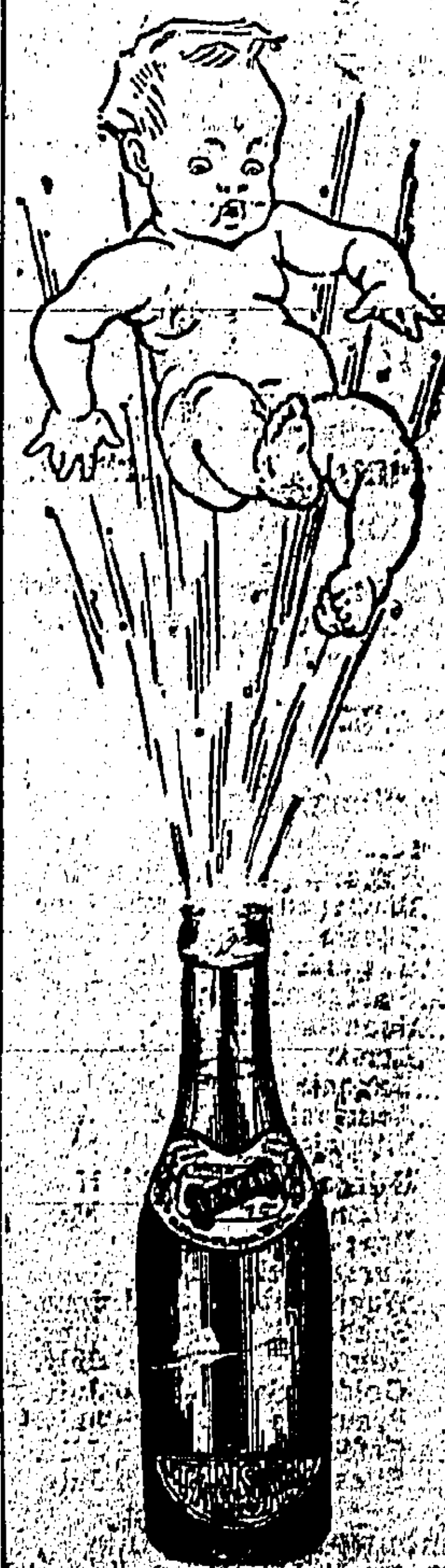
THE ANDERSON MUSIC CO., LTD.

SOLE AGENTS FOR

"BROADWOOD" PIANOS

Specially Prepared for the Climate.

FAMOUS RICH TONE, QUALITY, LIGHT
FOR - - RESPONSIVE TOUCH, ARTISTIC
CASE DESIGN
NEW IMPROVED MODELS JUST UNPACKED.
6, DES VŒUX ROAD. TEL. 1322



THE WONDER

WATER OF - -

JAPAN

Rising Generation
should be protected against
the dangers of ordinary
Drinking water out here.

GIVE THE CHILDREN
WILKINSON'S
TANSAN

or such Sweets Drinks as
TANSAN LEMONADE

TANSAN GINGER ALE,
TANSAN SASSAPARILLA.

The Absolute Purity of Tansan
is the Safeguard

SOLE AGENTS:
CANDE, PRICE &
Co., Ltd.

6 QUEEN'S ROAD CENTRAL
HONGKONG.

Tel. No. 135.

Shipping

CANADIAN PACIFIC
ROYAL MAIL
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	28th May
Empress of Asia	10th June
Empress of Japan	25th June

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA," and "EMPERESS OF ASIA" are new quadruple screw, 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port, £65.

"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Waiya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

WESTWARD.
S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched as above on 30th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,
DAVID SASSOON & CO., LTD.

Hongkong, May 20, 1914. Agents.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONG KONG. SHANGHAI: 2-3, Poochow Road, YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

HAMBURG-AMERIKA LINE.
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

Messageries, Havre, Emden, Bremen and Hamburg and New York
And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.).

Next Sailings from Hongkong:
FOR SHANGHAI, Kobe and Yokohama

STEAMSHIP TO SAIL
Shanghai, Kobe and Yokohama 29th May
"Prussia" 8th June
"Silesia" 18th June
"C. Ferd. Laeisz" 3rd July
"Senegambia" 17th July
"Scandia" 27th July
"Alesia" 14th Aug.
"Saxonia" 10th June
"Andalusia" 4th Aug.
"Sithonia" 9th Sept.

Mess. R'dam, H'burg, A'werp 26th May
Mess. H'burg, Bremen & Hamburg 28th May
Mess. R'dam, Hamburg & A'werp 3rd June
Havre & Hamburg 5th June
Havre, R'dam, Hamburg & A'werp 19th June
Marseilles & Hamburg 24th June
Mess. Havre, Emden & H'burg 4th July
R'dam, Hamburg & A'werp 13th July
Havre, Bremen & Hamburg 15th July
R'dam, Hamburg & A'werp 23rd July
Havre, Emden & Hamburg 29th July

For Further Particulars, apply to
Hamburg-Amerika Linie,
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamers. Sailing Date

MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said.
Aisuta Maru T. 16,000 (WEDNES, 3rd June, at 10 a.m.)
Hitachi Maru T. 12,500 (WEDNES, 17th June, at 10 a.m.)
Capt. T. Sato

VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.
Sado Maru T. 12,500 (TUESDAY, 2nd June, at 4 p.m.)
Yokohama Maru T. 12,500 (TUESDAY, 16th June, at 4 p.m.)
Capt. Maehida

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.
Kumano Maru T. 9,300 (WED, 3rd June, at noon.)
Tango Maru T. 13,500 (WEDNES, 1st July, at noon.)
Capt. Sekine

CALCUTTA via Spore, Penang and Rangoon.
Bombay Maru T. 5,000 (TUESDAY, 2nd June.)
Kilato Maru T. 16,000 (WED, 3rd June, at 11 a.m.)
Capt. T. Sekine

KOBE & Yokohama.
Tango Maru T. 13,500 (TUESDAY, 2nd June, at 5 p.m.)
Capt. T. Sekine

NAGASAKI, Kobe & Yokohama.
Kawachi Maru T. 12,500 (FRIDAY, 12th June, at 12th May.)
Capt. Christensen

SHANGHAI, Moji, Kobe & Yokohama.
Tosa Maru T. 12,500 (FRIDAY, 15th June.)
Capt. Yoshikawa

KOBE & Yokohama.
Cargo only.
Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.
Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.
YOKOHAMA KOBE MOJI NAGASAKI
Return. Return. Return. Return.
1st class.....\$135 \$123 \$108 \$95
2nd class.....\$ 81 \$ 75 \$ 65 \$ 57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone No. 292.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.
MANILA, CEBU & ILOILO... Chihua 26th May at 4 p.m.
SHANGHAI..... Shaohsing 26th May at 4 p.m.
H'HOW, PHOI & H'PHONGKallong 27th May at 10 a.m.
SHANGHAI..... Anhui 28th May at 4 p.m.
SHANGHAI & TSINGTAU..... Chenan 30th May at midnight
MANILA, CEBU & ILOILO..... Taming 2nd June at 4 p.m.
S'HOW, W'WEL'FOOT, T'SINKUEIchow 5th June at 10 a.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. MINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chihua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Vingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passages apply to
BUTTERFIELD & SWIRE.

Telephone No. 36
Hongkong 25th May, 1914.

RUSSIAN VOLUNTEER FLEET.
HONGKONG AGENCY.

Outward Bound.
(Vladivostok via Nagasaki.)
The S.S. Koursk, 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.
(Odessa via Ports of call.)
The S.S. Mogheva, 4,800 R.T., Commander Kahian, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk, 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to
Capl. LUKHMANOFF, Agent,
Hotel Manchu, 3rd Floor.
Tel. No. 1284.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship. T. Captains. For. Sailing date.

Rubi 4000 J. Miller { Manila, Mangarin, Cebu and Iloilo. TUES., 2nd June, 4 p.m.
Zafiro 4000 F. S. McMurray { Manila, Mangarin, Cebu and Iloilo. THUR., 11th June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.
Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to
SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 25th May, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamship. From. Expected to arrive. For. Will depart on or about.
Tijmah JAVA 2nd half May JAPAN 2nd half May
Tijbodas JAVA 2nd half May JAPAN 1st half June
Tijkini JAPAN 1st half June S'HAJ 1st half June
Tijmanok JAPAN 1st half June S'HAJ 1st half June
Tijpanas S'HAJ 1st half June JAPAN 1st half June
Tijlajap JAPAN 1st half June JAPAN 1st half June
Tijlwoeng JAPAN 1st half July JAPAN 1st half July
Tijlroem JAPAN 2nd half July S'HAJ 2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Building. 115
Telephone No. 1574

TOYO KISEN KAISHA
SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.
Steamer. Displacement. Tons & Speed. Leave Hongkong.
Tenyo Maru 22,000 - 21 knots Tues., 16th June.
Nippon Maru 11,000 - 18 knots Tues., 23rd "

Shinyo Maru 22,000 - 21 knots Tues., 14th July.
Chinyo Maru 22,000 - 21 knots Thurs., 30th July.

Steamers via Shanghai will be despatched at noon.
Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£80. " " £26.10.
" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, and ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.
Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDINE ROUTE to BUENOS AIRES.
For Full Particulars as to Passage & Freight, apply to
S. MORIMOTO, Agent.
KING'S BUILDINGS.
Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire.....	2nd May.	29th May, 10 a.m.
St. Albans.....	23rd May.	19th June, "
Eastern.....	13th June.	10th July, "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to
Gibb, Livingston & Co.
Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching.....	W. O. Passmore.	TUESDAY, 26th May at 11 a.m.
Haikan.....	A. H. Stewart.	FRIDAY, 29th May at 11 a.m.
Haikang.....	A. E. Hodgins.	TUESDAY, 2nd June at 11 a.m.

FOR SWATOW.
Haikun..... J. W. Evans WED. 27th May at 11 a.m.
Haikun..... J. W. Evans SUNDAY 31st May at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.
General Managers.

LOG BOOK.

Model Tank Experiment.
A paper by Mr. G. S. B. Ker, read before the Institution of Naval Architects, gave an account of some experiments on the resistance of mercantile ship forms carried out in the William Froude tank at the National Physical Laboratory. He mentioned that during the past year the tank had been largely used for test work for various shipbuilding firms. The resistance of at least five large vessels has been reduced by over 10 per cent. owing to modifications in form made at the tank, and several others have been appreciably improved. The consequent saving in coal per year for a single one of these ships would be more than sufficient to support the tank for the same period. Investigation of the resistance and tipping moments experienced by seaplane floats has yielded some interesting results; a considerable improvement has been effected as regards the power required for propulsion, and a float which is stable in character and of a low water resistance has been evolved. Experiments have been tried with paraffin wax ship models having four different kinds of surface—(1) bare, (2) freshly coated with shellac varnish, (3) with black lead rubbed into a coating of shellac when the latter was "tacky" and then allowed to harden, and (4) coated with red lead paint. The result from the four surfaces were indistinguishable, and suggest that for full-sized ships a good paint is as good from a resistance point of view as a highly polished surface.

The Modern Ship.
In his third lecture on "The Modern Ship" before the Royal Institution, Sir John Biles said that, owing to the use of oil fuel and turbines, weight of motive power had been reduced and higher speeds could be obtained with smaller ships. That being so it might be that this advantage would be made use of to reduce the size of ships and to increase their number. It might also be that armour would, to some extent, be sacrificed and gun attack be allowed to be more effective in order that some compensation should be available for the effect of torpedo attack. It would thus be seen that the increasing destructive effect of the torpedo brought into the battleship problem the possibility of changes which might once again revolutionise warship design.

Dredging of the Yalu.
The S. M. R. Co.'s tug-boat S'ya Maru and Bato Maru left Dairen a few days ago, each with a couple of dredgers in tow, for Antung. These dredgers have commenced the dredging of the shallows at Wutsokou above Santoulangtoun and the operations will continue until the end of next October, when the Yalu will be closed to navigation. During the winter months, these dredgers will winter at Antung.

Japanese Activity.
Capt. I. Narasaki, who has returned to Dairen recently from an inspecting tour, has made a statement to the following effect:—"On my recent tour of Shanghai, Hongkong, Canton, Tientsin, and Chifoo, what struck me most is the predominant influence of Japanese vessels in China coast waters. They are quickly gaining ground, principally as cargo-boats, and their activities are now being closely watched by the foreign shipping circles. The recent inauguration of the Dairen-Hongkong direct cargo service by the S. M. R. Co. has attracted the attention of the South China people, and has served to popularize Fushun coal on the South China markets.

Sabang's Future.
The Malay Mail says it is rumoured that the recent visit of the general manager, F.M.S. railways, with the Superintendent of Locomotives, to Sabang was to inspect the modern coaling appliances at that port, with a view to providing at the new Port Swettenham wharves for the eventual installation here of similar machinery; it being believed that when the Rawang coalfields are fully opened up, a large coal supply bunkering local steamers is bound to arise.

System Trial, Frieder Stavel.
Findon Haddock, Knapton, ALEXANDRA OAK.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI & Hankow	Walshing	Tues., 26th May at 4 light
SHANGHAI & Tsingtau	Kwongsang	Tues., 26th May at 4 light
SHANGHAI & Kobe	Namsang	Tues., 26th May at noon
SHANGHAI & Cebu	Lalsang	Wed., 27th May at 2 p.m.
Kobe & Moji	Yatsing	Fri., 29th May at 4 light
SHANGHAI	Esang	Sat., 30th May at 2 p.m.
MANILA	Yuensang	

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Horewa d.

For	Steamers	Date of Sailing
LONDON, ROTTERDAM & ANTWERP	Denbighshire	16th June.
LONDON & ANTWERP	Radnorshire	26th June.

Trans-Pacific "Shire" & "Glen" Joint Service.

VTORIA, V'VER, S'LE	Carnarvonshire	28th May.
TACOMA & PLAND		
VTORIA, V'VER, S'LE	Monmouthshire	29th June.
TACOMA & PLAND		

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

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Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215.

THETAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGMEN, BRASS & IRON FOUNDERS, CONSTRUCTORS, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT LIPWAYS taking vessels up to 3,000 ton displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shop—Lifting up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7 1/2

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C.B. type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221

VESSELS LOADING.

EUROPEAN PORTS.

Destination	Vessel's Name	For Freight Apply To	To Be Dispatched
M'los, R'dam, H'burg & A'werp	Brigavia	H. A. L.	26, May
London, Hull and Antwerp	Glenturret	S. T. Co.	26, May
N'les, G'oa, A'rs, Lisbon S'ton, &c	Lutzow	M. & Co.	27, May
M'los, Havre, Bremen & H'burg	Altmark	H. A. L.	28, May
M'loilles via S'gon, S'pore, C'bo, Port Said	Magellan	M. M. Co.	2, June
M'los, L'don A'werp via S'pore etc.	Atsuta M.	N. Y. K.	3, June
Rotterdam, Hamburg & A'werp	Brasilia	H. A. L.	4, June
Havre & Hamburg	Furst Bulow	H. A. L.	5, June
T'le, Fiume V'ce, via S'pore etc.	Nippon	S. W. Co.	5, June
London & A'werp via S'pore etc.	No'ara	P. & O.	10, June
London & Antwerp etc.	Den'shire	J. M. Co.	16, June
R'dam, Hamburg & Antwerp	Wuert'burg	H. A. L.	19, June
Marseilles & Hamburg	Sudmark	H. A. L.	23, June
Marseilles, Rotterdam etc.	Altair	M. Co.	3, July
Havre, Emden & Hamburg	Segovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp	Goldenfels	H. A. L.	13, July
Havre, Bremen & Hamburg	Preussen	H. A. L.	16, July

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c	China	C. P. R.	27, May
Victoria, B.C., & T'mavia S'hai &c	Panama M.	O. S. K.	27, May
Victoria, V'Ver, S'le & P'land	C'hire	J. M. Co.	28, May
Vancouver, &c	E of India	C. P. R.	28, May
Victoria, V'Ver, S'le, T. & P.	Car'shire	J. M. Co.	28, May
Victoria, B.C. S'le via Shanghai &c	Sado M.	N. Y. K.	2, June
New York via Ports & Suez Canal	Indrani	S. T. Co.	5, June
San F'co via S'hai & Japan &c	Manchuria	P. M. Co.	6, June
Victoria, B.C., T'm via Japan &c	O. S. K.	O. S. K.	11, June
San F'co via S'hai & Japan &c	Ponyo M.	T. K. K.	16, June
Victoria, V'Ver, S'le & P'land (Or)	Saxonia	H. A. L.	10, June
Victoria, V'Ver, S'le & P. (Or)	Andalusia	H. A. L.	31, July
Vancouver via S'hai, Japan etc.	Monteale	C. P. R.	1, July
S'attle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
Victoria, V'Ver, S'le & P. (Or)	Belgravia	H. A. L.	8, Sept.

AUSTRALIA.

Fr emantle	Suisang	J. M. Co.	28, May
Australia	Empire	G. L. Co.	29, May
Australian Ports via Manila	Kumano M.	N. Y. K.	3, June
Australian Ports via Manila	Changsha	B. & S.	3, June
Australian Ports via Manila	Coblentz	M. & Co.	13, June
Australia	St. Albans	G. L. Co.	19, June
Australia	Easte'n	G. L. Co.	10, July

SINGAPORE, COAST PORTS AND JAPAN

Kobe	Coblentz	M. Co.	26, May
Manila, Cebu & Iloilo	Chinhua	B. & S.	26, May
Shanghai	Shaobing	B. & S.	26, May
Swatow, Amoy & Foochow	Haiching	D. L. Co.	26, May
Bombay via Singapore, Colombo	Bombay M.	N. Y. K.	26, May
Kobe and Moji	Yatsing	J. M. Co.	27, May
Anping, Takao via S'tow & Amoy	Joshu Maru	O. S. K.	27, May
Swatow	Haimun	D. L. Co.	27, May
Shanghai & Hankow	Waishing	J. M. Co.	27, May
Singapore, Penang and Calcutta	Lalsang	J. M. Co.	27, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	28, May
S'hai, Tsingtau, Kobe & Y'hama	Goeben	M. & Co.	28, May
Shanghai	Anhui	B. & S.	28, May
Shanghai, Moji, Kobe & Y'hama	Khyber	P. & O.	29, May
Swatow, Amoy and Foochow	Haifan	D. L. Co.	29, May
Shanghai	Esang	J. M. Co.	29, May
Kobe via Shanghai, Yokohama	E. F. Fand	S. W. Co.	30, May
Shanghai and Tsingtau	Chenan	B. & S.	30, May
Tamsui via Swatow & Amoy	Daizi Maru	O. S. K.	31, May
Shanghai, Kobe & Y'hama	V. Ciotat	M. M. Co.	31, May
Shanghai, Moji, Kobe & Y'hama	Navara	P. & O.	End May
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	1, June
Shanghai	Africa	S. W. Co.	1, June
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2, June
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	2, June
Kobe and Yokohama	Kitano M.	N. Y. K.	3, June
Shanghai	Delta	P. & O.	4, June
Bombay via Singapore etc.	Luzon M.	O. S. K.	5, June
Shanghai	Africa	S. W. Co.	5, June
Swatow, W'wei, C'foo & Tientsin	Kueichow	B. & S.	5, June
Bombay via S'pore, Port S'ham,	Luzon M.	O. S. K.	5, June
Penang & Colombo	Java M.	O. S. K.	6, June
Bombay via S'pore etc.	Proussen	H. A. L.	8, June
Shanghai, Kobe and Yokohama	Barri M.	D. & Co.	10, June
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. & Co.	11, June
Kudat and Sandakan	Borneo	M. Co.	12, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	18, June
Shanghai, Kobe and Yokohama	C. F. Laeisz	H. A. L.	3, July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Batavia, Cherbon, Samarang, &c	Tilto'as	J. C. J. L.	Q. desp.
Japan	Tilto'as	J. C. J. L.	Q. desp.
Shanghai	Tilto'as	J. C. J. L.	Q. desp.
Batavia, Cherbon, Samarang, &c	Tilto'as	J. C. J. L.	Q. desp.
Batavia, Cherbon, Samarang, &c	Tilto'as	J. C. J. L.	Q. desp.
Shanghai	Tilto'as	J. C. J. L.	Q. desp.

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

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HONGKONG.

REPRESENTATIVES FOR J. & C. C. BOLINDERS, A.

STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels
Foochow	Haiching
Philippines	Chinhua
Shanghai	Shaobing
Japan	Yatsing
Shanghai	Namsang
Shanghai	Waishing

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessel
Shanghai	Lutzow

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF ASIA

left Vancouver on the 14th May.

The C.P.R. s.s. EMPRESS OF JAPAN

left Vancouver on the 20th May, between

8 & 10 p.m.

The C.P.R. s.s. EMPRESS OF RUSSIA

left Yokohama on the 21st inst. between

2 & 4 p.m.

AMERICAN MAIL.

The P.M.S. s.s. MANCHURIA sailed from

Yokohama for Hongkong via Japan ports

and Manila on the 17th inst. at noon. The

United States mail has been transferred to

the North German Lloyd's s.s. LUTZOW

which is due to arrive at Hongkong on the

29th May.

AUSTRALIAN MAIL

The A. O. Line s.s. CHANGSHA left

Sydney on the 5th inst. for Hongkong (via

Queensland ports, Darwin, Zamboanga

and Manila) and may be expected to

arrive here on or about 28th May.

The E. & A. s.s. EASTERN left Sydney

for this port (via Queensland ports, Port

Darwin and Manila) on the 30th inst. and

may be expected to arrive here on or

about 13th June.

GERMAN MAIL.

The I. G. M. s.s. GOEBEN carrying the

German Mails with dates from Berlin of

the 29th April, left Colombo on the 17th

inst. a.m. and may be expected here on or

about the 28th inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. KITANO MARU

(European Line) left London for this port

via ports on the 25th Apr. and is expected

here on the 3rd June.

The N. Y. K. s.s. TANGO MARU (Aus-

tralian Line) left Sydney for this port via

ports on the 13th May, and is expected

here on the 1st June.

The s.s. GLENSTRAE passed the Suoz

Canal on the 12th inst. for Hongkong via

Strait.

The L.C.S.N. s.s. YATSHING from

S'pore is due at H'kong on the 25th May.

The L.C.S.N. s.s. WINGSANG from

Port Courtet is due at Hongkong on the

24th May.

The L.C.S.N. s.s. ESANG from S'hai

is due at Hongkong on the 24th inst.

The L.C.S.N. s.s. HUISANG from

Sandakan is due at H'kong on the 24th

May.

The s.s. HELGOLAND will not call at

this port homeward bound.

The East Asiatic Co.'s s.s. ANNAM

left Port Said on the 21st inst. and may

be expected here on or about the 16th of

June.

The H. A. L. s.s. BRIGAVIA left

Shanghai on the 22nd inst. a.m. and may

be expected here on or about the 25th inst.

VESSELS IN PORT.

Steamers.

Physsa, Br. s.s. 2,120, Patrick, 8th inst.

Fulo Sambo, 2nd inst. Case oil—

A. P. Co.

Aki Maru, Jap. s.s. 4,092, J. Noma, 10th

inst.—Shanghai, 7th inst. Gen.

—N. Y. K.

Laertes, Br. s.s. 1,350, Cr. Wawn, 12th

inst.—Swigon, 7th inst. Rice—

Chinese.

Rajaburi, Ger. s.s. 1,702, C. Wolff, 14th

inst.—Swigon, 13th inst. Rice &

Wood—B. and S.

Sulsang, Br. s.s. 1,776, T. Shunipach, 16th

inst.—Moji, 11th inst. Coal & Gen.

—J. M. & Co.

Challister, Br. s.s. 2,995, 18th inst.—Yoko-

hama, 12th inst. Gen.—D. & Co.

Glencarn, Br. s.s. Hartnell, 19th inst.—

Shanghai, 16th inst. Gen.—J. M.

& Co.

Kuga Maru, Jap. s.s. 3,907, C. Tabasa,

18th inst.—Shanghai, 13th inst.

Gen.—N. Y.

No. 2 Yes Maru, Jap. s.s. 1,712, T. J. Tane

19th inst.—Wakamatsu, 12th

inst. Coal—M. B. K.

China, Am. s.s. 4,186, H. Thompson, 19th

inst.—San Francisco, 18th ult.

Gen.—P. M. & Co.

Commercial.

Brunei Petroleum Company.
The Brunei Petroleum Company has been registered with a capital of 485,000 in 21 shares (150,000 preference and 700,000 ordinary). Articles of Association provide: it must always remain purely a British concern. The chairman and managing director (if any) and a majority of other directors shall be British subjects and so long as the company holds an oil-mining lease in Brunei neither the company nor the premises demised by such lease shall at any time be directly or indirectly controlled by foreigners or by any foreign corporation. Alterations in the memorandum or articles of association or in the constitution of the company must be reported to the Crown Agents for the Colonies as representing the High Commissioner for Brunei, and two months' notice thereof given to the said Crown Agents, who may refuse their consent.

Canadian Shipping Subsidies.
In his report to the Department of Trade and Commerce Mr. W. Beddoe, the Canadian Trade Agent in New Zealand says: "It seems inconsistent that the Canadian Government should subsidize steamers to carry foreign products which compete with Canadian products on the market, thus tending to lower prices." Mr. Beddoe refers to the fact that a New Zealand steamship line touching at Vancouver has been subsidized by the Canadian Government to carry Canadian products to New Zealand, while a large part of the space is given to American commodities. The Agent reports that the last fruit shipment from Vancouver included a large quantity of American apples, with the result that the price of Canadian fruit dropped immediately.

F. M. S. Hemp.
A sample of sisal hemp from the Federated Malay States was submitted for analysis to the Imperial Institute last year. The latest issue of the Official Bulletin says the result shows that this sample has only 56 per cent. of the strength of the East African sisal hemp, but that it is 21 times as extensible as the latter. The fibre was submitted to a firm of merchants, who valued it at 225 per ton in London; with Mexican sisal at 226 per ton (December, 1913). Fibre of this quality would be saleable in large quantities for cordage manufacture. A more valuable product could probably be obtained by extracting the leaves with modern machinery and brushing the fibre produced.

Consignee

INDO-CHINA STEAM NAVIGATION CO., LTD.
From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

"NAMSANG"
having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 23rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by—

JARDINE MATHESON & CO., LTD.

General Managers.
Hongkong, 22nd May, 1914. [579]

To Sail

THE AMERICAN AND MANHATTAN LINE.
Ellerman & Bucknall Steamship Co., Ltd.

THE Steamship

"KIOTO"

Captain Smith, will be despatched from Hongkong on the 25th, May for

NEW YORK.

(With Liberty to call at the Malabar Coast).

For freight and further particulars, apply to—

The Bank Line Ltd., Agents.

Hongkong, 25th April, 1914.

Public Companies

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Friday, the 29th day of May, 1914, at 11.30 a.m. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st, December 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 26th, May to TUESDAY, the 2nd, June, 1914, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st May, 1914.

THE "STAR" FERRY CO., LTD.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ANNUAL MEETING of this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., on THURSDAY, the 28th May at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a statement of Accounts to 30th April 1914.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, 1 May, 1914.

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the Ordinary Annual General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Wednesday, 27th May, 1914 at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1914.

The Transfer Books of the Company will be closed from the 23rd instant to the 30th instant both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th May, 1914.

Notices

REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,
GEORGE CURRY,
Local Secretary.

Hongkong, 21st May, 1914.

Dr. C. L. CHOW.

DENTAL SURGEON
(No. 80, Queen's Road Central, Hongkong.)

MAN LOONG.

FIRST-CLASS PRESERVES, CIGARS AND SOY MANUFACTURERS.

Factory at Yuenai.

OFFICE: No. 38, Des Vaux Road, W. Telephone, No. 177 & K. 12.

We are the leading Manufacturers in this class of Goods. Our Fruit & Cigars are all fresh and of the first pick. Our Soybean is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

SINCON & CO.

Established A. D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings. General Storekeepers and Shipchangers, Nos. 35 and 37, Hing Loong Street (4th Street, west of Central Market) Telephone No. 513.

Notices

RADIUM THERAPY

We can Supply **RADIUM BROMIDE** for the treatment of Cancer and Skin Diseases such as Lupus Naevi, Angioma (Port-wine-stain) Warts, etc., and anybody wishing to be so treated by the Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co. Ltd.
Representing:—**WERNER RUDENBERG & Co.** (Shanghai)
(RADIUM-HEIL-GESELLSCHAFT, m.b.H., Berlin.)

RADIUM EMANATION THERAPY

WE herewith beg to inform the Public that we have made arrangements with

Messrs. A. S. WATSON & Co., Ltd.

and

Messrs. THE MEDICAL HALL

to supply our

SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the **RADIUM-HEIL-GESELLSCHAFT, m.b.H., of BERLIN**, and they have all been attested to by the **IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.**

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.

Shanghai.

Sole Agents for Hongkong and China for the

RADIUM-HEIL-GESELLSCHAFT, m.b.H., Berlin.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

THE LONDON DIRECTORY

(Published Annually)

Enables traders throughout the World to communicate direct with English.

MANUFACTURERS & DEALERS in each class of goods. Besides being of complete commercial guide to London & its suburbs, the directory contains list of

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES arranged under the ports to which they sail, and indicating the approximate Sailings.

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade cards for 4s, or larger advertisements from 6s.

THE LONDON DIRECTORY CO., LTD.
25 Abchurch Lane, London E.C.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS.

Hongkong, 3rd October, 1913.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.
London Office—14, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus Gold \$7,000,000
equal to £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent., or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT and **DRAFTS** granted on all the principal cities of the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

ROYAL HONGKONG & SHANGHAI BANKING CORPORATION.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,000,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Agencies at: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Interest Allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 6th April, 1913. [13]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,800,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 11th April, 1912. [2]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates, and Particulars on application.)

The Office of **TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.**

Undertaken and Executed.

SHEWAN, TOMES & Co.
General Managers.

Hongkong, 19th March, 1908 [3]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 1.00 A.M. EVERY 15 MIN.

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1.00 P.M. to 1.00 P.M. EVERY 15 MIN.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling \$15,000,000

Silver \$17,650,000

Reserve Liability of Proprietors \$32,650,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale—Chairman.

W. J. Patterson, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.

G. T. M. Edkins, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

C. Landgraf, Esq.

F. Lieb, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shellim.

H. A. Siebs, Esq.

Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. Stabb.

ACTING MANAGER:
Shanghai—J. D. Smart.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.**

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,
Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up...Sh. Taels 7,500,000

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches:

Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Accounts. **DEPOSITS** received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUISOEKE
Manager. [2]

Hongkong, 9th Oct. 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 582,500

Reserve Fund 465,000

BANKERS:
Bank of England.

London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

